



U.S. Merchant Marine Academy

Personal Histories

click on the names below for personal histories

Section C - F

Campbell, Carlin, Caserta, Chandler, Clarke, Coad, Coleman,
Corson, Cotz, Craig, Crandall, Crial

Deitenbeck, DiChiara, Dixon, Dondero, Dreves

Evans, Farley, Ferkovitch, Figari, Finnie, Fiore,
Fitzgerald, Forcanser, Ford, Fricker



Section C - F

(1) Campbell, Carlin, Caserta, Chandler

Mark E. Campbell

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Mark E Campbell

ADDRESS 16262 Skagway Str.

CITY: Whittier STATE: CA ZIP: 90603

HOME PHONE - Area Code : (310) 947-6307

BIRTHPLACE : (City, State) Seattle Washington DOB: November 17, 1919

DATE REPORTED TO USMMCC: March 21, 1940 (San Francisco CA)

INDOCTRINATION TRAINING AT: None siled the next day Billard _____ Pass Christian _____
Fort Schuyler _____ San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: SS President Pierce, SS President Madison, MS
Crown City, SS West Modus

" Z " NUMBER: or BOOK NUMBER: 056660

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Lieutenant, USNR

COMPANY(ies) SAILED WITH to 1946: American President Lines, American Mail Lines,
Grace Lines

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946:

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II:

(1) Instructor, Visual Aids Officer US Merchant Marine Academy King Point NY (May 18,
1942 to Jan 5, 1945

(2) Engineer Assistant to the Foreign Supervisor, Merchant Marine Cadet Corps, Pacific
(Manila PI)

(3) Instructor, Visual Aids Of icer, US Merchant Marine Adacemy, Kins Point, NY (Oct
10 1945 to Jan 16, 1946)

DO YOU HAVE YOUR USMMA DIPLOMA" USMMCC Diploma May 15, 1942

USMMA Diploma (honorary) Nov 4, 1944

HONORABLE DISCHARGE(s) USCG USN May 7, 1956 OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992:

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

BS MS in Mechanical Engineering, MIT

Registered Professional Engineer California

Mechanical Engineering

Control Systems Engineering

Mark E. Campbell '42 narrative

March 21, 1940 After successfully passing the entrance exam taken in Seattle, Washington, reported to the District Cadet Training Instructor, San Francisco, CA. No training billet was available, so was assigned directly to a ship.

March 22, 1940 In San Francisco, signed on as Engine Cadet, SS President Pierce, American President Lines, for a foreign voyage. Ports visited were Honolulu, Yokohama & Kobe in Japan, Shanghai and Hong Kong in China, Manila, P.I., Singapore and Penang, Straits Settlements, then return to San Francisco by most of the same ports, then a coastwise trip to Los Angeles and back. Continued this routine until assigned to the SS President Madison. Final discharge from the President Pierce was on May 26, 1941

.April 3, 1941 In San Francisco, sworn in as Cadet, Merchant Marine Reserve, in the United States Naval Reserve. (Cadet MMR(E), File number 88926.)

May 27, 1941 In San Francisco, transferred to the SS President Madison, American President Lines, and signed on for a foreign voyage. Sailed to Manila, P.I. via Honolulu, Hawaii, and return.

August 10, 1941 In San Francisco, signed on as Cadet and Junior Engineer on the SS President Madison for an intercostal voyage. Sailed to Los Angeles, Panama Canal, New York, Boston and return; acted in the capacity of oiler during the return voyage.

October 3, 1941 Reported for training in Basic Naval Science at the U.S. Maritime Commission Cadet School, Treasure Island, San Francisco, CA. Training completed November 11, 1941.

November 12, 1941 In San Francisco, signed on as Engineer Cadet on the Motorship Crown City, American Mail Lines, for a coastwise trip to Tacoma and Seattle, WA.

November 20, 1941 In Seattle, signed on as Engineer Cadet on the Motorship Crown City for a coastwise return trip to San Francisco. This was interrupted by the Japanese attack on Pearl Harbor. The Crown City was then equipped with degaussing coils and a five inch gun, in a Lake Washington shipyard near Seattle

February 3, 1942 In Seattle, signed on as Engineer Cadet on the Motorship Crown City for a coastwise voyage, returning to San Francisco.

February 19, 1942 In San Francisco, signed on as Engineer Cadet on the SS West Modus, Grace Lines, for a foreign voyage to Central and South America. Ports visited

were La Libertad, El Salvador; Puntarenas, Costa Rica; Talara, Peru; and Callao, Peru (port for Lima). The West Modus returned to San Francisco.

May 5, 1942 Having completed the prescribed course of study as a Merchant Marine Cadet, successfully passed exam for Third Assistant Engineer License. Received diploma from the United States Merchant Marine Cadet Corps dated May 15, 1942.

May 29, 1942 Began contract assignment as Junior Cadet Training Instructor at the U.S. Merchant Marine Academy, Kings Point, Long Island, NY, under U.S.Coast Guard administration.

August 5, 1942 Enrolled as Ensign (4215-00203) in the United States Maritime Service, New York, NY. Continued in post as Training Instructor and Training Aids Officer at Kings Point.

October 28, 1942 Sworn in as Ensign E-M, USNR, in New York, N.Y. Reported for active duty at the U.S. Merchant Marine Academy, Kings Point, Long Island, NY. Continued the assignment as Training Aids Officer through 1943 and 1944.

January 5, 1945 Detached from duty at the Academy, and ordered to the post of Engineer Assistant to the Foreign Supervisor, Merchant Marine Cadet Corps, Pacific, in Sydney, Australia. After crossing the country by rail and reporting for transportation in San Francisco, boarded the SS Lurline (modified for troop transport) on February 12, 1945 for the voyage across the Pacific.

February 28, 1945 Disembarked from the SS Lurline at Manus Island (Admiralty Group) and applied for transportation to Australia. Reported on board the USS CRUX (AK 115) on March 4, 1945; reached Brisbane March 16 and proceeded by rail to Sydney.

March 20, 1945 Reported to the Regional Director of the War Shipping Administration and to the Commanding Officer, U.S. Naval Base (Sydney, Australia) for duty as Engineer Assistant, U.S. Merchant Marine Cadet Corps.

April 11, 1945 Received orders to proceed to Manila, P.I.; after business stops in Hollandia and Leyte, arrived in Manila on May 2, 1945. Duties were to inspect Cadet Midshipmen in training on merchant vessels in the region, and to expedite return to Kings Point for those completing sea duty. Visits to Guam, Saipan, Tinian and Leyte were conducted for this purpose. Was in Manila when the atom bomb was announced on August 7, 1945.

September 4, 1945 Received orders to return to the U.S. Merchant Marine Academy, Kings Point, N.Y.

October 10, 1945 Reported for duty at Kings Point, and assigned as Instructor of Electrical Engineering. Reassigned as Training Aids Officer on November 11, 1945.

January 16, 1946 Detached from active duty at Kings Point; on terminal leave until March 12, 1946, and on that date released from active duty in the United States Navy.

Mark E. Campbell served as Instructor and Training Aids Officer at Kings Point

from 1942 to 1946. while on active duty with the Navy. He held office as Vice President of the Alumni Association in 1944. During a tour of duty in the Pacific in 1945 he conducted Cadet Corps training operations, such as cadet progress reviews and ship inspections in the region from Sydney, Australia to Manila, PI. After World War II, he earned a BS and MS degree in Mechanical Engineering at MIT and was inducted into several honor societies. He joined North American Aviation (NAA) in California in 1951 and was active in the design and development of automatic and inertial navigation systems. After NAA merged with Rockwell International, he helped with the Apollo program and from 1972 participated in the design and development of hardware and software for the inertial navigation system of the Space Shuttle Orbiter. As a consultant after retirement in 1984 he made further contribution to the Space Shuttle and is currently consulting on the Ground Based Interceptor phase of SDI. He is a registered professional engineer in California, in both Mechanical and Control Systems specialties. His inventions are documented in six patents. Mr Campbell is a member of the Los Angeles-Long Beach Chapter and during the past year he served as Co-Chairman fir Southern California on the Class of 1942 Reunion Committee for its 50th reunion.

From Kings Pointer -Winter 1993



Fig 246, Cadet Mark
E Campbell, 1941



Fig 247 Mark
Campbell 1992



Fig 248 Mark Campbell's wedding party, l to r - Mariano Iacoboni, Ed Kelly, Bob Schrader, Mark Campbell, Lenell (Livingston) Campbell, Edward Hochuli, Willard Bozeman. Nov 6, 1943



Fig 249 Mark Campbell with Cpl Jeffrey Yalden at 50th anniversary, '42 in 1992



Raymond E. Carlin

Deceased

KINGS POINT
OF '42

INDIVIDUAL HISTORY

CLASS

NAME: (first, md, last)

Raymond E. Carlin

ADDRESS

207 Mapeat LaneCITY: New CastleSTAZIE: PA 101-1329HOME PHONE - Area Code : (412)654-6792BIRTHPLACE : (City, State)New Castle PA DOB: Jan 23, 1918DATE REPORTED TO USMMCC: July 23, 1940INDOCTRINATION TRAINING AT: Billard Pass Christian

Fort Schuyler

San Mateo

Other

Fig 250 Raymond
E CarlinSHIPS SAILED ON as CADET/MIDSHIPMAN: Mormacdove , TES Uruguay" Z " NUMBER: Z167987

or BOOK NUMBER:

License - Last Issue No. 4-7HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 1st Assistant (Steam)

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Moremacdale, Mormacreed, Mormacoak, Cape Stevens, Mormacdove.TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause: Bombed at Iwo JimaINVASIONS: List Ship, date, and where: Iwo Jima, Feb 19, 1945

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: Teachind Diesel Engineering at Kins Point, Mar. 1943-JAN 1944DO YOU HAVE YOUR USMMA DIPLOMA" NO OTHER _____

HONORABLE DISCHARGE(s) USCG _____ USN _____ OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992:

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

PILOTS LIC. A/C MARITRETIRED YES

Raymond E. Carlin, Marine Engineer

Raymond E. Carlin, 74 of 207 Mapaet Lane, died of cancer at 2:35 a.M., March 22, 1992, in st. Francis hospital. He had been ill eight months

Born Jan 23, 1918, in Mahoningtown, he was the son of John P. And Julia Sullivan Carlin. He married the former M Eileen Mulcahy on April, 11,1953. She survives.

Mr Carlin was a marine engineer. He was first employed by Moore-McCormick Lines and later by the Copes-Vulcan in Erie and Fournery's Inc. He retired in 1979.

A graduate of New Castle High School , he entered the U.S. Kings Point Merchant Marine Academy at Great Neck, Long Island, NY, and graduated with its class of 1942.

He served in the Merchant Marines until 1946 and served both the Atlantic and Pacific Oceans during World War II. He sailed all the seas except the China and Mediterranean.

He returned to Kings point as an engineering instructor for a year then attended the University of Nevada at Reno and later attended the University of Michigan.

He belonged to ?St. Mary Church and was a life member of the elks lodge 69, Society of Naval Architects and a Marine /engineers and the National Rifle Association.

In addition to his wife, he is survived by three sisters, Mrs. Fred (Marie) Sidnam, of East Northport, NY, Mrs Robert (Irene) Glasstetter of Penn Hills PA., and Mrs. John (Shirley) O'Connor of New Castle; two brothers, Thomas F. Of Mt Laurel NJ, and Leo E. "Dutch" of New Castle; and several nieces and nephews.

In addition to his parents, he was preceded in death by two brothers James P and John J. Carlin.

Visitation is 7 to 9 p.m today and 2 to 4 and 7 to 9 p.m. Tomorrow at the J. Bradley McGonigle Memorial home, 111 W. Falls Str.

A procession will leave the memorial home at 8:30 a.m.Wednesday for St Mary Church where a mass of Christian burial will be celebrated at 9 a.m.. Officiating will be the Rev Eugene J.Dougherty, pastor. Interment will be in St Mary Cemetery.

Raymond Eugene Carlin '42

Deceased March 22, 1992

207 Mapeat Lane, New Castle, Pa. 16101

Born Mahonengtown, Pa. Jan, 23, 1918

Chronology

Attended New Castle Public Schools and graduated from New Castle High School - June 1935

He worked for the PA Railroad before entering KP, Aug. 23. 1940.

Appointed USMMCC - Billard -

Aug. 23, 1940 to Sept 27, 1940

SS West Keene

11/20/40 to 8/11/41

SS Uruguay

8/15/41 to 12/16/41

King Point	1/4/42 to 5/7/42
Sat for license and graduated after	May 7, 1942
MV Mormacdale -- Jr. 3Rd engr.	6/8/42 to 2/4/42
US Maritime Service, Ensign	4/8/43 at Kings Point
Released from active duty at KP ...	7/?/43
MV Sweepstakes -- Jr 3rd Engr	5/6/44
Designated Lt (jg) USMS	7/31/44
MV Cape Stevens-- 3rd Engr.....	11/16/44 to 4/19/45
MV Mormactern -- 2nd Engr	5/7/45 to 10/8/45
Univ. Of Nevada at Reno	1946 and '47
Married Eileen.....	1947
SS Mormacreed -- 2nd Engr.....	2/11 to 9/8/48
SS Marine Jumper	12/8/48 to 6/21/49
SS Mormacook	6/22/49 to 8/18/49
SS Mormacwone	8/25 /49 to 10/21/49
SS Mormacpine -- VC-2.....	10/31/49 to 3/20/51
SS Mormacreed	6/5/51 to 2/7/52
SS Hunter Victory	6/14/52 to 6/19/52
Mormacfuel.....	6/30/52/to 9/3/52
Mormacdone	8/28 52 to 1/24/53

Ray married Eileen in 1953 and came ashore for good. He retires at 62 after having worked at Copes Vulcan and Forney In., in Erie Pa. He was a member of the Elks, National Rifle Ass., SNAME and several others.

He earned the following awards

- Merchant Marine Defense Bar
- Atlantic /war Zone Bar
- Mediterranean, Middle East War Zone bar
- Pacific War Zone bar
- Merchant Marine Combat Bar
- Victory Medal

The above information was provided by Eileen Carlin who searched through Ray's papers for providing an input into the Class History book. Eileen did an outstanding job and we thank her.

RAYMOND EUGENE CARLIN

Letter to Russ Holm - 4/14/90

Dear Russ

This note is a quick one, written late with a view to mailing it on my way to Mass in the AM. Principal idea to get you this latest "corrected" list. Also to get back to you Smokey's letter to you.

The list is a compilation of my own list, Xmas '89 cards received, some returned and a print-out that Harbut sent me. Note that I do not have Ayers Address and would like to have it so that I can write directly to him. I have an "original" original listing that shows us as "A" for Academy, "C" for Cadet Corps, "O" for Licensed Officer and "D" for Deck and "E" for engineer. Example: Holm Russell H, (E) - C

Duplicated the list and will retain the original so I'll mail exact copies to Kelahan, Becker, Ayers (when I get his address) King, Gross, Harbut.

We ought to be thinking of a place for the '91 meeting so we can plan on a date And nail down reservations, I envision a mid-continent USA place so you West Coasters do not get stuck with all the heavy travel time and expense. I made a quick "distance" estimate and I came up with Omaha, Neb. It has to be a place that has a decent airport because most of us will fly.

When Tom King gets out there ask him to redouble efforts to locate the "missing". We are not going to get too many "shots" at this. I am determined to locate (if alive) Ray Vaughn, Ray Valiquette and Andor Utheim. Utheim was elected as the first President of the Alumni Assoc. Last clear memory of Valiquette was in Rio when we (Uruguay) was southbound and he (on the Argentine) was northbound. Praça Maua

Get me Ayers address
/s/ Carlin

Letter to Bob Harbut 4/18/1990

Dear Bob:

You are going to have to live with this yellow paper. This house is ripped to hell due to internal painting, 3 bedrooms, a hallway and our "living/family" room. My desk is covered with books from the book case.

First: As per the "turkish" phone call, my diploma ?? would be nice to have one.

Second: Latest version of the "original" class list, Revised 3/23/90. A copy is already mailed to Russ Holm. Next: Kelehan And Pierre Becker. Finally copy to King and Gross. I return the original so if you need more copies, ask and you shall receive.

Spring Issue of Kings Pointer came 4/16. If I read it correctly, the free loaders

have got themselves a large pile of money. What do they spend it on? Have you ever seen a report on how much is collected annually? I have not!

Third: Wm Ayers address. Now I know why I do not have it. He is a '41 class member. If you have it send it to me. Russ Holm wants him in the plans for our '91 get together. OK, we'll deal him in.

Regarding the mis-spelling of your name. Do not get on them too hard, Bob. They obviously make mistakes. Do not "proof" read their own writing.

I am going to ask King to get me the social security numbers for Ray Vaughn, Ray Valiquette, and Walker Seligman, then write to Soc Sec hdqtrs to find out is alive and if so, current addresses. The alumni office does not seem to want to try. I'm determined to find Ray Valiquette - if alive. Want to find out what happened to his Pan Am deal (I'll tell you about that some day)

Thank you for sending the copy of MacCready's letter to you. Typical Artist. Beautiful pictures - miserable handwriting. What's with the "calendar" bit? He writes - "My first ship in 1935" - referring to the Siboney. Now I know his age. He's wrong when he says T.E.L.'s referring to the Brazil, Uruguay and Argentina. It is T.E.S's - turbo electric ships. I know, I was on the Uruguay, Dec 7 1941 returning to the USA. Shipmates Jim Quigley, Jim Scanlin, 17,500 HP on each shaft, GE turbines, generators and drive motors. 12 B&W sectional header boilers at 250 psi. I tested every one of them on the 0400 -0800 watch.

In Russ Holm's last letter to me, he enclosed an original typed letter from Smokey Stivers in which Smokey bitched about motel accommodations he had in the '70's. ((Probably the '72 reunion) At Russ' request I mailed back Smokey's letter along with the latest revision of our class list. This brings me to my own request: let us nail down - ahead of time - ONE motel where we will all stay for both the '91 and the '92 meetings.

I did a quick "distance" measuring using address locations of this '42 gang and I came up with omaha, Nebraska. East coast is out. Too much time and distance for the west coast gang. This for the '91 meeting. As for '92, it will have to be near kings point. The royal motor lodge at Manhasset wasn't too bad. Convenient, Burt Bachrach's inn at East Norwich was nice but too far out.

Going to button this one up. Get copies going to Kelahan and Becker.

As ever, /s/ Carlin Do yo have a tape recorder?

Letter to Pierre Becker 5/7/90

Dear Pierre:

The letter we talked about in our Sunday (5/6) phone call arrived this AM. It will take me while to "digest" it all. First thank you for the promotion to ADM. Second: you verify expected news about R W (Dick) Anderson. Jack Ryan told me some time ago that Dick had M.S. He was one more of us "civilians" to get into combat as midshipmen. Running an LCVP to ferry men into Oran, Algeria. His comment "They were shooting at us and they meant it" I will not ever forget.

There was no clear definition as to who covers what part of the US in preparation for either a '91 meet or the '92 reunion. Let's us get that done so we do not go into needless duplication. The questionnaire should be standardized so no matter who sends it out the results would be the same. All four co-chairmen should be in direct communication so we mutually know where we are at. (Get me Bill Ayers' address if you have not already.)

Separate agendas for both the '91 met and the '92 reunions. Much will be done at the '91 meet so let's go to work in it first. NO "speakers". My God! We are all accustomed to making decisions, issuing orders and expecting things to be done.. I do not need some "outsider " to come in, blow smoke up my ass, and claim he did me some good. No slight to Joe Mahoney! I know him-like him- and would love to see and talk to him again. He - like me - was a diesel Instructor at KP., Along with Max Marshall, Joe Dawson, Grant Kendrick, and Jim Krepps.

The Omaha, Neb. Idea was just that - an idea. New Orleans is fine with me. Just as long as we get this '42 gang together - all by ourselves and finally come together as a class.

I agree with your 3-4-B comment in your 5/3/90 letter to Holm. We definitely set the precedent. If we had not "made it", then Adm Dick McNulty's dream would have died in the womb. Look at your own record! How many USN types can boast of a similar record"? All of this without a full 4 year classroom program at a settled place. Look at Steve Varanko! The officer in charge - Port of NY. He should have made Rear Adm when he retired.

Let's review. Standardized questionnaire, Firm up a place for the '91 meet. An agenda for the '91 meet. Find out who will attend the '91 meet.

Looking ahead '92 reunion. Reservations for H. Who will attend? Get a history of the class so that whoever writes it up, he will have a body of accumulated info to at least get him started. Get someone nominated of our gang for an award at the 50th.

I have letters to write to Mid Calabrese and Wally Koberger. Being retired, I cannot quickly get to a xerox machine. I used to go in early, run the copier myself so I would not be accused of using the secretary for "gov't job".

Pulled a hamstring muscle in lifting the lawn mower. Went on and cut the grass. That night, I feel "hot" behind my right knee. I'm black and blue from my ass to my right knee. It has cleared up, but I was concerned that a clot might form and jamb up an artery. So far so good.

As ever,
/s/ Carlin

Letter to Pierre Becker -- Sept. 26, 1990

Dear Pierre:

I enclose my suggestions as to an individual history. It can - and perhaps should - be amended. It will at least be a start on the "History of the '42 Class"

I've just answered a note from Harbut which he attached to a copy of the 4/15 letter you sent to me. You must have typed both.. My copy has a "copy to Harbut" on it. His does not. Harbut is still charged up to get the money, from Gross right now. I chided him to wait: we'll get it in due course, and it will not go back.

I'm backtracking through my mail: notebook, hole punching and mounting all the 8 x11/2 note book. The front reads "The Function, Application and Maintenance of American Bosch Fuel Injection Equipment" America Bosch Corporation, Springfield, Mass. USA. Got it while Jr 3rd on Mormacdale, first ship after graduation. Nordberg 2 cycle main engines and Enterprise diesel generators. All using APE type fuel pumps and injectors, 1942. Christ! It is 48 years old! We left New York on Friday July 13 in a nine ship box escorted by 2 DD's 2 DE's and the cruiser Juneau CL- 52. The Sullivan brothers were on her.

9/20 I receive a hand written letter from Holm, addressed to Regional Chmn. He's still banging his teeth about the Royal Motor Inn in Manhasset. He is asking each C/M for \$20 to defray "plan" costs. What plan? I do not like his idea of M Gross being a steward of class funds.

I am toying with the idea of driving to NOLA. Have a nephew in Baton Rouge (brother Tom's boy) and Eileen has a niece (her brother Joe's girl) in La Fayette, La. If we fly, we would not be able to visit them. This winter is predicted as being both cold and lots of snow. Roads here in western Pa. Early in Feb. are greasy.

Letter from Carlin to Pierre -- 10/21/91

Dear Pierre:

Received a Mass card sent by Harbut yesterday. Thank you for the card and most of all, the thought behind it. Your prayers are needed. A CAT scan on 10/15/91 shows "no change" from the previous one done before two sets of chemotherapy shots. I have 5 small tumors in my liver, widely separated so an operation to remove them would be more dangerous than good. Local doctors and the staff at the Mayo Clinic in Jacksonville Fla. All agree that this cancer did not originate in the liver.

All the tests run on me could not pinpoint the 'primary" so I must undergo the chemotherapy in the hope it will kill the primary and the liver tumors. This poison (and it is poison) raises all kinds of hell. Appetite gone, hair falls out(I'm almost bald).Hearing worse. Scheduled for thee 3rd set on 10/26 and a fourth 4 weeks later. If I show no improvement via another CAT scan after the 4th set, then I tell the

doctor NO MORE. Accept my fate, hoping they keep me sedated to minimize the pain until some vital function quits and shuts me down.

I'm hoping to make the '92 reunion. If I do, it will be the last., As I view it now, only a miracle will save me.

I was surprised at how effective the monthly newsletter of the '42 gang was. Jim Quigley called, Eileen recognized his voice. Jim lost his first wife (Grace) to cancer, She was a beautiful doll! Larry O'Neil called. Mid Calabrese drove to his home in Blairsville, Pa. Stopped by here on his way to Akron, Ohio. Stopped again next day going back to Fair Lawn. Sympathy cards from Forkovitch, Haber and Jack Ryan. Except Mid, all are Billard "boots".

I'm very sorry that I cannot take a more active role in the planning for the '92 reunion. "Frustrated" would be a more appropriate word. Dreamt of this for years. Now that it is almost reality, I'm very upset that I cannot take a more active part. Worse yet, I may not be there at all. This has been delayed so long. Done/undone I I'm going to button it up and get it on its way.

Keep up the good work. Stay healthy.

As ever,
/s/ Carlin.

George W. Chandler

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) George W. Chandler
 ADDRESS Witchcraft, 3960 Richardson Rd.
 CITY: Virginia Beach STATE: VA ZIP: 23455
 HOME PHONE - Area Code : (804) 464-1834
 BIRTHPLACE : (City, State) New York, NY DOB: May 4, 1921
 DATE REPORTED TO USMMCC: Spring 1940

INDOCTRINATION TRAINING AT: Billard X Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other _____
 SHIPS SAILED ON as CADET/MIDSHIPMAN: USAT Republic, USAT Siboney, USS Republic AP 33
 " Z " NUMBER: Z163002 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Asst Engr
 COMPANY(ies) SAILED WITH to 1946: -- Active Duty USN
 ATS _____ USN X USCG _____ OTHER _____
 LIST SHIPS AFTER GRADUATION TILL 1946: USS Bache (DD 470),
USS Steinaker (DD863)

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:-- Whistle shot off by Japanese
artillery, 1944 at Biak, New Guinea., at other metings we did it to them instead.
 INVASIONS: List Ship, date, and where: Iceland (Republic 1942) Aleutians (Bache) East Indideas
(Bache 1943) Phillipines (Bache 1944)
 RESCUE MISSION(s): Many among ships hit closeby - no records.

LIST SHORE ASSIGNMENTS DURING WW-II: None

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER X War Shipping Administration

HONORABLE DISCHARGE(s) USCG _____ USN Ret. OTHER _____
 HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: 3rd Ass't Engr LCDR ret
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: -- BS Med, CAS: Real Estate
Broker, Insurance Broker, VA teazcher, Cert., Va Secondary School Princ, cert. VA Superintendent of schools.

DO YOU HAVE YOUR USMMA DIPLOMA" Yes OTHER _

HONORABLE DISCHARGE(s) USCG X USN _____ OTHER Merchant Marine, USNR
 HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master, Unlimited
Issue # 10-13
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

George W. Chandler narrative

Give Way Together

Having settled my affairs; taken my oaths; and stood to be measured, fussed over and billed by the tailor; I was, at last, on my way to the future. First stop Admiral Billard Academy. Here came together a strange mixture of sea tyros, the usual mixture of brains and physique we had all previously experienced at school and summer camp; but a new mixture, well new to many of us, of speech, habits, and beliefs from all over the nation. The task was to homogenize this group, to be the class of '42, by use of lectures, drills, and regimentation. About half of the time was spent on the Thames in the boats. Give way together ..stroke ..stroke ..stroke ..oars!

Voyage No. 38

Time passed quickly and it was now to the USAT Republic bound for the south seas, via Panama, San Francisco, Hawaii, and Manila..now and then, thence back to New York. As World War II approached the navy wanted Republic so USAT Siboney became home during voyages to Newfoundland and Bermuda.

Unexpected Turn Of Events

During a recall to Fort Schuyler for "catching up" in studies, a number of cadets were taken into active naval service as midshipman. Back to the now USS Republic AP33. First the occupation of Iceland (my first sea command ...LCM with crew of five Marines) thence on to Pearl Harbor. Left Pearl December 5, 1941...close! ..bound for Manila, but did not make it. Diverted to Australia via Fijian Islands. In time, back to San Francisco to take engineers exam and pin on gold stripe.

Anchors Aweigh

Ordered to the new USS Bache DD470 as assistant engineer. Shakedown, some convoy duty, thence to the Aleutian Islands campaign, as one of Desron 24. Some action, not much, but first squadron losses experienced. After Aleutians recaptured squadron, sent to Seventh Fleet, Southwest Pacific Area. First Cape Gloucester then on to the Admiralty Islands ...more squadron losses. Next the clean up of New Guinea...Aitape to Biak and on, with more and greater squadron losses including our whistle shot off, and a hell of a lot of feed water, by now hard to come by, lost! More East Indies and on to the Philippines, Leyte and finally that Night in the Surigao Straits ...two battleships, a cruiser, and others sunk. The onset of the Kamakazes ..more squadron losses, but final the quiet after the storm. Bache now detached and sent back to San Francisco for a timely overhaul. soon Bache on the way back out to Okinawa ..detached while at Pearl with orders to join USS Steinaker DD863, now fitting out, as engineering officer. About this time designator changed from EM to DEM

creating opportunity for above deck assignments. Finally Steinaker commissioned and on the way. Shakedown and assignment to the Pacific Fleet. Then A-Bomb ended it all! Back to Norfolk ...the War over. Soon commissioned USN with many more years of service to go.

Letter to Pierre Becker -- July 4, 1991

WITCHCROFT

3960 Richardson Road

Virginia Beach, Virginia 23455

Capt. P.R. Becker USNR (RET)

Chairman, USMMAA '42 Reunion 1992

98 Walden Pond Drive

Nashua, NH 03060

Dear Pierre:

However late, enclosed are my sheets for the History Book Class of '42 as per your instructions of April past. Good luck putting it together. Enjoyed your newsletter. Enclosed is my check for \$58.00 to cover another national mailing.

I have been suggesting, to all who will listen, that we old timers, mostly retired, should be spending some of our spare time on ideas and actions that might see our flag back at sea again. Most responses are ..."can't be done"...but I disagree and if you, or anyone else of our group that you may know to be interested in such things, would like to hear some ideas please let me know. Until then I will be quiet.

Sincerely

/s/ George W. Chandler

David S. Claflin

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) David S ClaflinADDRESS PO Box 1117CITY: East OrleansSTATE: MAZIP: 02643

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) Orange, Massachusetts DOB: Oct 10, 1920DATE REPORTED TO USMMCC: 2/4/41
 INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other _____
SHIPS SAILED ON as CADET/MIDSHIPMAN: Mormacmoon" Z " NUMBER: Z216577 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: MasterCOMPANY(ies) SAILED WITH to 1946: Moore McCormack

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Mormacmoon, Shell Bar,
Coastal Viking

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER _

HONORABLE DISCHARGE(s) USCG X USN OTHER USNRHIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

David S Claflin record

Claflin was sworn into the Cadet Corps February 4, 1941. According to Coast Guard records he served his cadet , 3rd Mate, 2nd mate and chief mate time aboard the Mormacmoon from December 7 to July 25, 1945 including several training periods during that time a total of 18 voyages. In June of 1944 The US Maritime Service designated him as Lieutenant Commander (Provisional) (D). He was awarded the Merchant Marine Emblem, The Atlantic War Zone Bar, The Pacific War Zone Bar, and the Mediterranean Middle East War Zone Bar. In July 1945 he received an honorable discharge from the US Coast Guard. In June of 1959 he joined the US Naval Reserve and in 1955 when the Navy was reducing its manpower levels received his discharge.

He came ashore in January 1946 and worked as executive secretary for Erving Paper Mills, then Sales Product Manager for Raytheon and was Vice President and General Manager for George B. Grapple Company. He also served as Executive Vice President of the Massachusetts S. P. C. A. and retired to Cape Cod in 1985.

Honorable Discharge from the U. S. Naval Reserve

DEPARTMENT OF THE NAVY
Washington, DC

From Secretary of the Navy
27 May 1955

To: D S Claflin	088962
36 Cleveland Rd	LT JG
Waltham, Mass	1108
	01 8500

Subj: Honorable Discharge from the U. S. Naval Reserve

1. Since World War II there has been a continuous input of thousands of commissioned junior officers into the Naval Reserve, but few separations or retirements from that program. The Armed Forces Reserve Act of 1952 restricts the size of the several Reserve components to planned mobilization requirements. Because the present number of Naval Reserve officers enrolled is in excess of requirements, with resultant undue

administrative costs, and because creation of vacancies for those who are participating in training is essential to any promotion system, it has become necessary to separate from the rolls many inactive reserve officers.

2. The Chief of Naval Personnel recently convened a review and disposition board to review the records of those inactive status reserve officer who have not found it practicable to participate in the Naval Reserve training program. This board has recommended, on the basis of official records and detailed mobilization requirements, the administrative discharge of a large number of such officers, most of whom have not participated in Naval Reserve training for several years.

3. Your name is included in the list of those recommended for separation by the foregoing board. Therefore, by direction of the President, the Secretary of the Navy has approved your discharge from the U. S. Naval Reserve under honorable conditions, to be effective 1 September 1955 without further orders or notification. If you are

qualified for reinstatement to an active status or transfer to the Retired Reserve, the Chief of Naval Personnel is authorized to cancel this honorable discharge provided he receives your written request for such action prior to 1 September 1955.

4. It must be realized that inadequate communications with so many reserve officers not on active duty or attending drills regularly creates a possibility of administrative error in some individual cases. If such an error exists in your case, you are urged to state your case in writing promptly. All correspondence pertaining to administrative details should be addressed to the Chief of Naval Personnel} (Attn: Pers-B1134), Navy Department, Washington 25, D. C.T

5. In addition to expressing appreciation and gratitude for your loyal and honorable naval service, the Secretary of the Navy trusts that you fully appreciate that this action in your case was dictated solely by the need for a forced reduction in reserve Officer strength.

/ S /

Albert Pratt

Assistant Secretary of the Navy
(Personnel and Reserve Forces)

Copy to:

Pers-E22

Cognizant Commandant

Letter to Pierre Becker

DAVID S. CLAFLIN

P.O. Box 1117

East Orleans, MA 02643

October 3, 1992

Dear Pierre,

So much seems to have happened to me since our wonderful get together at the 'Town line House.

On July 1st I was operated on for prostate cancer. On September 17th I went back for further testing and as a result of that, it was decided that I must go for radiology "to sterilize the area". On Wednesday (October 7, 1992) I go for consultation on radiology and then for treatments. As I understand it, the treatments run for five weeks five days a week.

Therefore it will be impossible for me to be available for the 50th at the Academy.

Please pass the above information to my fellow classmates as necessary. Also, please extend to all my classmates my sincerest best wishes. Thank you.

PC to Larry O'Neill
Jim Quigley

/s/ Dave

SEAMAN'S CERTIFICATE OF IDENTIFICATION
(TO BE RETAINED BY THE SEAMAN)

2216577

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF MARITIME SERVICE

POSTED DATE 1941 FEB 6 1941

The bearer, David Simonds Claplin
whose home address is 19 Medfield St.
Boston Mass. born in Mass.
on Oct. 10 1920 is a citizen of U.S.A.
If naturalized - year _____ if 1st papers - year _____ if alien
- date of head tax, if any _____

Statement of personal description Height 5 ft. 10 inches
color of hair Brown color of eyes Brown complexion Dark

Seawallman
Signature of Seaman
David S. Claplin, U.S. Seaman
Seaman's Thrust Print

David Simonds Claplin

Fig 251 Seaman's Papers of Cadet
Claplin



Fig 252 Master's License, issue 2,5
for David S Claflin

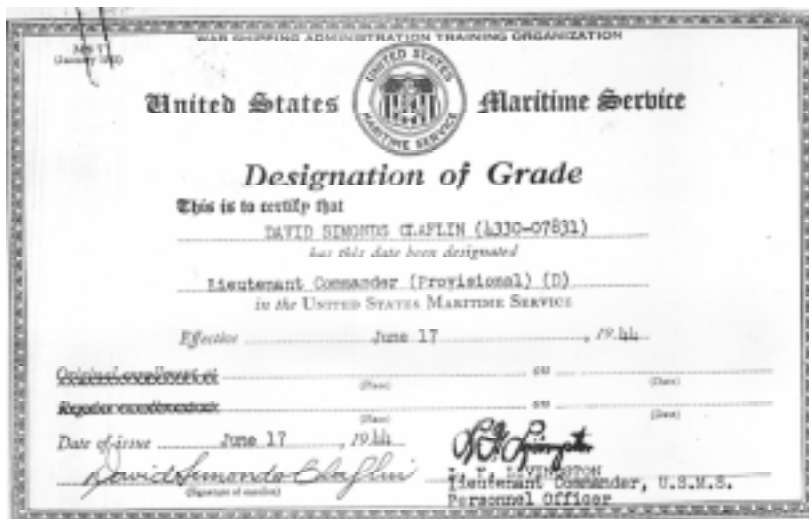


Fig 254 Designation of grade in US
Maritime Service for David Claflin



Fig 253 Coast Guard Discharge
for David Claflin

(2) Clarke, Coad, Coleman, Corson, Cotz, Craig, Crandall, Crial



Fig 255 Cadets
Jim Clarke (l)
and Fred Fricker
St. Thomas, VI
SS AMERICA

James A. Clarke

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) James Arthur Clarke

ADDRESS 11 Benson Rd.

CITY: Glen Rock **STATE:** NJ **ZIP:** 07452-3001

HOME PHONE - Area Code : (201) 612-9035

BIRTHPLACE : (City, State) Pawtucket, RI **DOB:** May 19, 1919

DATE REPORTED TO USMMCC:

INDOCTRINATION TRAINING AT: Billard X Pass Christian

Fort Schuyler_____ **San Mateo** _____ **Other**_____

SHIPS SAILED ON as CADET/MIDSHIPMAN: *America, MS Wichita*

" Z " NUMBER: or BOOK NUMBER: _____

1940 HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 2nd Mate, Lt.

COMPANY(ies) SAILED WITH to 1946: United States Lines

ATS _____ USN X USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: USS Feland, USS Appline

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause: *No*

INVASIONS: List Ship, date, and where: *Feland: Nov 20-22 '43 Tarawa.*

Feb 1, '44, Kwajalein, Appling, Jan 10, '45 Lingayen

Gulf, Several othr landings in Phillipines, April 1, Okinawa.

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II:

DO YOU HAVE YOUR USMMA DIPLOMA" NO OTHER NO

HONORABLE DISCHARGE(s) USCG **USN** *X* **OTHER** _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: *2nd Mate, LT.*

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: BS '49, MBA '50

JIM CLARKE narrative

Herewith my submissions for the class of ' 47 History book, per the Newsletter of April '91.

I was delighted to receive my copy of your letter of October 30, 1990 and I am indebted to near neighbor Vic Cotz for bringing me in from the cold. I was well and truly out of touch with all my former classmates, having been employed outside the States continuously since 1951, except for brief interlude in New York in 1976/77. I was in American Export Lines' offices in the Mediterranean from 1951 -57, when I rejoined United States Lines in 1977 and joined Everett Steamship Corporation in Yokohama until my final retirement in 1984. Since then my wife and I have been living very happily in the province of Alcanté in Spain. We returned to the states (for keeps) in May 1990.

We have had several pleasant evenings with Vic Cotz and his lovely wife and I frequently had a phone call from Howard Bronson, whom I hadn't seen or heard from in 50 years!

I look forward to the pleasure of meeting you, possible at the reunion in October.

JAMES A. CLARKE

The completion of my indoctrination training at Admiral Billard Academy happily coincided with the entry into service of United States Lines' S.S. America on August 8, 1940. I was assigned to her as a Deck Cadet, together with Fred Fricker and Milt Houpis. The initial engine cadets were Ed Ware, Dan Lefkowitz and Lionel Goddard. The "America" had been intended for the North Atlantic trade but by the time she came into service European ports were placed out of bounds by the enactment of the American Neutrality Act. So United States Lines found employment for her by running off 12 Caribbean cruises, interspersed with 2 intercostal voyages. I made all her prewar voyages except the last, which was interrupted when she was called into Newport News for conversion into the U.S.S. West Point. On May 22, 1941, Ed Ware and I were detached and assigned to American Pioneer Lines M.S. Wichita for a voyage to Australia and New Caledonia. On our return to New York on October 29, 1941, we were dispatched to Fort Schuyler, there to await active duty in the Navy as from December 8, 1941.

My first assignment as a cadet-midshipman in the Navy was to the transport U.S.S. Chateau Thierry. We departed Brooklyn Navy Yard on December 12, 1941, in convoy to Iceland, carrying the first American troops to Europe. We made another voyage to Scotland, followed by two to establish the base at Argentia, Newfoundland. In the spring of '42 I came ashore to Kings Point to prepare for my Third Mate's License. That accomplished, I was commissioned as an ensign and assigned to the oiler U.S.S. Enoree, outfitting in Baltimore. However, before she sailed I was transferred to San Pedro for the U.S.S. Feland, an APA. I spend the rest of the war in the Amphibious Force in the Pacific.

Joseph H. Coleman

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Joseph W H ColemanADDRESS 1376 Mariflores GlenCITY: Escondido STATE: CA ZIP: 92026HOME PHONE - Area Code : (619) 741-8055BIRTHPLACE : (City, State) Jersey City, NJ DOB: 2 Feb 1919DATE REPORTED TO USMMCC: 18 June 1940
 INDOCTRINATION TRAINING AT: Billard '40 Pass Christian _____
 Fort Schuyler '41 San Mateo '42 Other _____

 SHIPS SAILED ON as CADET/MIDSHIPMAN: USAT Hunter Liggett, SS Excambion
USS Hunter Liggett (AP 29)
" Z " NUMBER: Z 163954 or BOOK NUMBER: _____
 HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Ass't Engr //
Lieut. USNR

COMPANY(ies) SAILED WITH to 1946:

ATS X USN X USCG _____OTHER Am. Export Lines
 LIST SHIPS AFTER GRADUATION TILL 1946: USS Harding (DD625) USS Herald of the Morning (AP 173), USS Scania (APKA 40), USS Montague (AKA 98)
TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause: none
 INVASIONS: List Ship, date, and where: USS Hunter Liggett - Guadal Canal; USS Herald Of the Morning
,1944, Pelelieu, Anguar, Saipan, Layte-Samar (Phillipines)
RESCUE MISSION(s): noneLIST SHORE ASSIGNMENTS DURING WW-II: noneDO YOU HAVE YOUR USMMA DIPLOMA" no OTHER noHONORABLE DISCHARGE(s) USCG USN X OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: LCDR USN (Ret)DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: None

Joseph W. H. Coleman narrative

Nothing startling about my first year as a cadet or the USAT Hunter Liggett and the SS Excambion But in July 1941 I was among the small group at Fort Schuyler who volunteered for active duty with the Navy. I returned to what became the USS Hunter Liggett (AP-27) on 15 August 1941. Found out later what a historic event that was.

Our group of midshipmen was the first to be assigned as permanent members of ship's company in 96 years, since the Naval Academy was established in 1845!

I stayed on active duty for 22 years, never sailed on my 3rd ass't license, never raised it and have never seen Kings Point, wouldn't know Tom King if I fell over him and only recognize about five of the names that appear in the Ancient Mariner's column

Letter by Joseph W. H. Coleman:

Mr. Rueben Stivers
Staunton, Virginia.

26 April 1991

Dear Rueben:

Your project mentioned in the Spring Edition of the Kings Pointer, of locating those who passed the exam in Post Offices in 11939 is a strange one and Captain Becker should have explained it further, I'm not sure if I qualify for the list and certainly can't help in your search. Although I lived in West Long Beach, NJ, I took the exam at the New Brunswick Post Office but as I recall it was in February 1940 and I was the only one in the room other than the examiner. I reported to Ballard in mid-June of 1940, started on active duty in the Navy on August 15, 1941, one of the first to so volunteer, stayed there for 22 years. Never sailed on my 3rd's (Engr) license, never raised it, have never seen Kings Point, wouldn't know Tom King if I fell over him and recognize fewer than a dozen names of the class of '42 as they appear in the "Ancient Mariners" section.

Anyway good luck in your project!

Very truly yours,

Joseph W. H Coleman

1376 Miraflores Glen
Escondido, CA 92026

LCDR USN (Ret)



Fig 256
Joseph
W H Coleman

Geoffrey A. Corson

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Geoffrey A CorsonADDRESS 781 Route # 22CITY: Dauphin STATE: PA ZIP: 17018

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) Petropolis, Brazil DOB: 8/11/22DATE REPORTED TO USMMCC: May 1942 (PA schoolship May 1940)

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler _____ San Mateo _____

Other Penna Schoolship, "Annapolis"SHIPS SAILED ON as CADET/MIDSHIPMAN: Annapolis, Seneca, USS Pyro,
SS President Tyler" Z " NUMBER: 192747 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Ch Engr, Steam,
3rd DieselCOMPANY(ies) SAILED WITH to 1946: Burbank, Lykes, Sun Oil, Mississippi

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Delaware Sun, Greene Victory, John Goethals, Adanus
Burke, Gustavus Vistory, Raritan SuTORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause: - none - sailed in all Iwar
areas, - luckyINVASIONS: List Ship, date, and where: noneRESCUE MISSION(s): noneLIST SHORE ASSIGNMENTS DURING WW-II: noneDO YOU HAVE YOUR USMMA DIPLOMA" no OTHER no - Transferred to USMMA when PA Schoolship
discontinued in 1941 , never attended U SMMAHONORABLE DISCHARGE(s) USCG _____ USN yes OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Ch Engr, 1945

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

BA Oberlinn College 1950, MD Hahnemann Univ. 1954, Fellow, American College o f
Surgeons, 1970, Extra Class Amature Radio License 1986, Completed all courses in US Power
Squqadron 1987, (Navigator), Retired from Surgery 1984, Retired completely 1989

Geoffrey Corson narrative Class of 1942 PNS

781 Route 22/322,
Dauphin, PA. 17018
717-921-2973

Dear Captain Becker:

I was seventeen when I finished high school and a few days later I was a "Boot" aboard the Pennsylvania Schoolship "Annapolis", lying in the back channel of the Philadelphia Navy Yard; a quick transformation from a big senior, to the lowest of the low. "Forty fathoms lower than whale shit" was the way the upper classmen described my status.

It was in the early part of May, 1940 when I climbed up the steeply sloping gangway of the "Annie", beguiled by the interested glances of my future shipmates. Had I known what was in store for me I probably would have turned around and gone back to the farm from which I came; I didn't know and I spent the next two years learning how to sleep in a hammock, shine brightwork, sound the head, wash clothes in a bucket of sea water heated with a steam pipe, soogee bulkheads, and in between how to operate a steam power plant.

In April of 1942, having survived the boot year and being within two months of graduation, the Pennsylvania legislature stopped funding the schoolship and it was disbanded. The fourth, third and second class cadets were transferred to the Academy at Kings Point to complete their training, but I and the rest of the 1st class were put aboard merchant vessels as cadet officers.

Earl Vogt, Francis Ulrich and I were assigned to the west coast. We were flown to San Francisco aboard a DC 3 carrying 30 passengers stopping at Harrisburg, Altoona, Pittsburg, Detroit, Chicago, St,Louis, Amarillo, Albuquerque, and Burbank. At Burbank we were taken off the plane and taken to a hotel for the night, then the next day we were flown the rest of the way to San Francisco.

The vessel to which Earl and I were assigned was the old (even in those days) President Tyler, a combination job converted to troop carrier. We took troops to the New Hebrides, then to the Figi's where we picked up a load of copra, and thence home to San Francisco.

By the time we returned I had sufficient sea time to sit for my 3rd's license, so I was somewhat less dismayed when the cadet supervisor found me asleep in my sack one Saturday morning at 10:00 (following a big night on the town) and suspended me from the Cadet Corps. I took the three day third engineer's exam, passed, and took the first soft coal express back easy, sitting on a coach seat for the three days, and being glad to have it. Trains were crowded in those days.

My first job on the new ticket was aboard the SS Atlantic Sun, a 40 year old tanker running between Marcus Hook and Aransas Pass. She had three scotch boilers and engine room full of worn out auxiliaries, providing me with a wealth of experience in maintenance procedures . After one trip the 2nd engineer took a trip off

and I was advanced to his position.

Sailing coastwise on tankers carrying "East Texas" was scary. After a few runs I joined Sun Oil's harbor fleet of diesel powered barges in the Newark area , sailing around New York and Long Island. I recall this period as a revelation as to the adaptability of humans. I will explain why . Our home port was on Doremus Avenue in Newark about a block south of the city's sewage disposal plant, and about one block north of a hide glue factory. To give some idea of the effect of this mixture of assaults on the olfactory receptors I will reveal that on my first trip to the pier I retched in the middle of the street' For a person who had become inured to the airs of the navy yard back channel to react in this way indicates the strength of the assault. Even so, it was only a matter of a few days off . . . maybe.

After the stint with Sun Oil, I went aboard the Liberty "Adanus Burke" and made a long trip to the Persian Gulf with Russian cargo. Many of the crew jumped ship when they saw all that Russian writing on the crates, thinking we were making the Murmansk run. I too was tempted, but stayed. It was only after we were a few days out of Hampton Roads that our destination was disclosed. This news was really welcome. Up to that time we had accepted the fact that we were on our way to Murmansk. which was bad enough, but what really shook us up when the convoy was leaving , we found we could not use the steering gear because the pin that connects the steering quadrant to the rudder stock was missing. Frantically for the next 24 hours we worked on a piece of cold rolled steel, drilling, cutting and filing to fashion a substitute for the lost key and then sliding it into the keyway on the rudder stock. Having crossed that hurdle we were still faced with the problem of trying to catch the convoy while leaving a major port without an escort

For two days we ran at flank speed of about twelve knots to overtake the fleet of some fifty ships, catching up late on the second day and being assigned to the coffin corner of the large rectangular convoy.

Fifty nine days after leaving Hampton Roads we anchored in the Shatt el Arab river off Khorramshahr, Persia and discharged our Russian cargo. Now I grew up on a twenty four acre dirt farm where the money crop was Chester County mushrooms, and I thought I knew what it was to be poor: but I learned what real deprivation was when I visited Iran and India. Every one of the stevedores in Khorramshahr suffered from a condition known as frambesiform yaws. They were ali barefoot, and with every step a small spot of thin blood was left on the cold metal deck (temperatures were in the 40's as it was February). On my first trip ashore I counted thirteen children with clouded, unseeing eyes, begging for "baksheesh". For me it was a troubling experience. I made up my mind that if I survived the war I would try to get into medical school and become a doctor and devote my life to trying to alleviate such conditions .

The trip to Iran took place in 1943, and by 1946 the war was over and we could run with lights. By then I had obtained my chief engineer's ticket and had made one trip on it as relief chief. In August of that year I bought a motorcycle to take aboard just before we left for Japan from New York. On arriving in Japan the chief and I rode

it up from Yokohama to Tokyo to see the emperor's palace. On the trip back I dropped the bike while trying to avoid a woman and several children who had darted into my path. The accident resulted in no damage to the bike or the other people but I sustained a dislocated right shoulder, Fortunately for me the Chief had a lot of experience in reducing dislocated shoulders. His method was one I had never seen before or since. His method was this; he stood in front of me and took my right wrist with both hands, applying some tension, then, still applying tension, he crouched away from me so that my extended right arm was over his right shoulder. He then gradually stood taking most of my weight on his back. Both his hands still grasped my right wrists so that in extending his powerful arms great tension was transmitted to my shoulder joint. Then with a quick hunching of his right shoulder, the head of the humerus was popped back into place! Instant relief , then back on the undamaged bike and back to the ship.

By September of '46 we were back in Seattle where I swallowed the anchor, Harry Christie the 2nd engineer also had a bike and the two of us decided to make the trip home overland taking the scenic route, We covered 4500 miles during the next twenty two days riding our bikes during the day and sleeping along the road in sleeping bags at night.

It was not possible to get into an established college that late in the season, but I was able to enter a community college in nearby Lancaster, PA. The following year I was accepted at Oberlin College in Ohio and was graduated from there in 1950 with a degree in zoology.

In 1954 I completed medical school at Hahnemann in Philadelphia, and started an internship in Baltimore along with my former shipmate John Hartman (KP '44). We finished our internship together, John continuing in Internal Medicine and I in General Surgery.

By 1959, nineteen years after finishing high school, I was finally finished with the formal part of my training and could now practice the art of surgery! After 25 years of practicing rural surgery and general medicine, I retired from the surgical part, and took a less strenuous position with the Post Office as Medical Officer. I did this for a few years and in 1989 retired from all medical activities.

I now spend my time working on the restoration of a home-built 36 foot ferro-cement ketch which I trucked up from Norfolk to my little farm near Harrisburg. It's been ten years since I bought it and I think by next spring I'll have her ready to put back in the water.

When I was sailing as engineer I always sort of envied the mates with their clean uniforms . . . Always being out in the open where they could see what was going on, etc, .. etc, .. So when I came ashore and eventually retired I joined the local power Squadron and took all the courses including navigation. Now I teach seamanship and navigation for the same group.

Next year my wife Heidi and I would like to take the ketch down the ICW to

Florida where we have a small cottage not far from the Caloosahatchee, which is the ICW access to Florida (if we find we can handle the boat). We have four adult children who can come out and get us if we get into trouble!

Use this any way you wish or throw it out -- whatever, It is difficult to be terse when recounting ones history, without being completely dry. Much was left out, naturally.

Best wishes, /s/ Geoff

Geoffrey A. Corson, MD,. FACS '42

Dear Capt. Becker --

Thanks for the letter - I have completed the form (from a fading memory) and have included it herewith - Hope I can be with you in '92.

PS I was assigned to the Pres. Tyler in April of 1942 when the schoolship "Annapolis-Seneca" was discontinued. The "Tyler" made a trip to the Guadalcanal area - ---

back to San Francisco and sat for my 3rd engineer's license and passed.

I had been suspended from the Cadet Corps when the Tyler was back in S.F. Getting ready for another trip -- The local cadet supervisor came aboard and found me asleep in my bunk at 10 am one Saturday (following a big night on the town) }

So I was surprised when I learned that my records had been transferred to Kings Point and that I was considered an alumnus --

Following a trip to the Persian Gulf in 1943, I decided to go into missionary medicine if I survived the war. -- I did survive and I did go into medicine -- I didn't get rich but I had a very satisfying -----

Geoffrey Corson

Victor J. Cotz

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Victor J CotzADDRESS 968 Franklin TurnpikeCITY: Allendale STATE: NJ ZIP: 07401HOME PHONE - Area Code : (201) 327-4767BIRTHPLACE : (City, State) New York City, NY DOB: 5/4/19DATE REPORTED TO USMMCC: Approx July 1941INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
Fort Schuyler X San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Express, SS Examiner" Z " NUMBER: or BOOK NUMBER: 008471HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 1st Ass't Steam,
3rd Ass't DieselCOMPANY(ies) SAILED WITH to 1946: Export Lines,ATS X USN _____ USCG _____OTHER Army Mineplanter ServiceLIST SHIPS AFTER GRADUATION TILL 1946: Express, Examiner, Sea Train Texas, AMPS Ord,
Bundy, & Cableship Niles

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause:

INVASIONS: List Ship, date, and where: N. Africa, SS Sea Train Eexas, Dec '42

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" NO OTHER BSME Univ of DenverHONORABLE DISCHARGE(s) USCG _____ USN _____ OTHER Army, Marine CorpsHIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Sailed 2nd Ass't,
Lic. 1st Ass't

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Professional Engineer, Licensed in NJ, NY, TexasLetter from Vic Cotz --- April 29, 1990

PEM Engineering Consultants, Inc

Dear Pierre:

Forty eight years is a long time to remember everybody., but I still remember you as a class comedian, and am very glad to know you are still around and well. I didn't spend too much time at KP, because after one trip to India on the Express, I was transferred to the Examiner, the 1200 psi reheat job, which broke down in West Africa, and after eight months on that voyage, I came back as a Special, and just sat for my license.

I sailed for a while with the Army Transport Service, and then

became a warrant Officer in the Mine Planter Service. In 1945 I came ashore, worked and finally got my ME degree at the University of Denver in 1949. Worked at Babcock and Wilcox Boiler division for seven years and finally wound up as a Plant Engineer with a chemical company. I also started my own consulting engineering firm, and do design work -- power plant, process design and environmental engineering - however, now I'm phasing out and spend more time on travel, etc., however, I like to keep my hand in on various projects, so I can see people to talk to and socialize (mainly lunches).

America Export has an Alumni Association that meet annually, and I get to see old shipmates there - many who are Kings Pointers, or older, I look forward to the reunion, but live near enough to commute to their activities. Thanks again for your efforts to pull this together.

Signed,
Vic Cotz.

Letter from Vic Cotz -- May 9 1990



Fig 257 Cadet Victor J Cotz(r) and George Marshall on SS **EXPRESS** to India.

Dear Pierre,

That was a quick response from you, and if you really need a New Jersey Rep, I'll be glad to help in any way I can. I haven't been active in the KP Alumni, because I really didn't have that much sea time- only from '41 to 45, altho I have my 1st Ass't license issue 9-11, but it has lapsed this year, because I really don't think they'd take me any more!

Incidentally, AEL is having another reunion at the Hotel Chamberlin at Old Point Comfort, Va. in the fall probably in September. Captain Austin D. Cushman is the spark behind the association, and his address is 8157 Granada Road, Sebring, Florida 33870. I'm sure he'd love to hear from you and get \$10 membership fee.

Please let me know what my duties are, unless you have already gotten someone else- but I guess there are not too many '42 alumni around anymore.

Nicholas J. Craig

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Nicholas J CraigADDRESS 55 Monastery Rd.CITY: Savannah STATE: GA ZIP: 31411HOME PHONE - Area Code : (912) 598-1631BIRTHPLACE : (City, State) Presque Isle, Maine DOB: 7/25/20DATE REPORTED TO USMMCC: 1940
 INDOCTRINATION TRAINING AT: Billard X Pass Christian _____
 Fort Schuyler X San Mateo _____ Other _____
SHIPS SAILED ON as CADET/MIDSHIPMAN: -- SS Oriente" Z " NUMBER: Z167940 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: MasterCOMPANY(ies) SAILED WITH to 1946: Agwi Lines - C H Sprague, W R Grace

ATS _____ USN _____ USCG _____ OTHER _____

 LIST SHIPS AFTER GRADUATION TILL 1946: Thomas Sumter, Thomas Sim Lee, Samuel T Darling,
John Mason, George Wythe.

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

under sttsack only

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" lost in a fire OTHER _

HONORABLE DISCHARGE(s) USCG _____ USN _____ OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master, inactiveDEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: CDR USMS

Letter to Pierre Becker April 18, 1991

Capt. Pierre Becker, USN (Ret)
98 Walden Pond Drive
Nashua, NH 03060

Dear Pierre:

reference your most recent communication of April 16th.

Will call KP and request issuance of a duplicate diploma although at my tender age, it is not an earthshaking matter.

Thank you for your kind remarks re: my background. Use of same as biography is certainly OK.

When I was a Cadet on the SS Oriente along with Harold Zimmerman-Gene Valentino- Jack Haqqerty (all three of which I have been in contact with by mail or telephone) "Capt Shea" was then J M Shea - Chief Officer. Captain was Oscar Seastrom. He was a rather portly of Swedish descent. He loved the large Cuban cigars. Ad a rather annoying and should I say rather unsanitary habit of spitting on radiator in front of the enclosed wheel house. Capt Seastrom was a fine Captain and although most stern seemed to have a constant twinkle in his eye. For example, upon entering NY Harbor in winter with the temperature hovering around zero and with humidity, it made temperature seem twice as cold. He would say, Hey Boy! Go up the stack and shine that whistle! The numbing cold and those experiences are as they say indelible. Mr. Shea was most kind to me. He was a fine handsome man. We had many conversations. One was that the sea was not conducive to having a normal family life. For example, he said once , I came home to Long Island after a long trip, Met my son who was just leaving, Conversation went like this " Hi Son, what are you doing these days. Answer, I am going to college. Mr Shea's response - nice to see you. This sort of triggered my thinking to leave after the war.

Lived on Hilton Head Island for fifteen years before moving to the Landings, on Skidaway Island just outside Savannah. Did not know Bud Mechling. If was not a golfer, chances of my meeting him were rather remote since HH Island's population has increased dramatically.

On last point referring to treasury. At behest of Bob Harbut, sent 60 bucks to Russ Holm last year. If you need more dough, let me know as can probably scratch up some somewhere.

Sincerely
/s/ Nick Craig.

N. J. Craig
55 Monastery Rd. , Savannah , GA 31411

Note:

Reference .your comment on America's Youngest Captain as per Aarhus Stiftstidende of October 1`5, 1945 . Appreciate your indication of recognition of above However if you should make mention -- wish to point out that SS George Wythe was my second command. My first command, was SS John Mason and I was 24 at that time. Made mention of my first command in notes to Smokey Stivers of 4/10/83 but did not mention dates. This was reported by Norfolk Virginia Pilot picture and account was destroyed in fire in Maine

Thanks /s/ Nick Craig,

CRAiG BUILDING • POPE AVENUE EXECUTIVE MALL • HILTON HEAD ISLAND•S. C. 2992'8
"Distinctive Office space

4 10 85

Mailing Address
40 Catbrier Lane
Hilton Head Island, S.C. 29928
803-757-2779

Mr. Reuben Stivers
Thistle Hill Route 2
BOX 298 A
Staunton, Va. 24401

Dear Smokey': :

I read with interest Bob Harbut's comments in recent Kings Pointer.

Bob mentions .a competitive examination for selection as Cadet. Having failed to get in to Annapolis, I saw a notice of exam in local Post Office along with lists of 'wanted criminals As I recall, there were several thousand applicants. I believe 300 were selected. Do remember I was number 47. Was notified by Maritime Commission and arrived at Admiral Billard with two dollars and change in my pocket. We were issued khaki uniforms which were probably left over from World War I The collar was straight up sort of like a turtle neck. Shortly afterwards a decree went out that we had to buy newer more conventional lapel types. I did not have dough so simply folded mine down and got away with it. I think I went to sea as a cadet from there. Was on SS Oriente a sistership to Morro Castle for about a year Won the 'Outstanding Cadet award from Agwi Lines that year. Believe they were hard pressed as to whom to name since only thing I did out of usual was to chase and tackle a run away stow-a-way on pier at Havana. Today I would wave goodbye in a similar situation as most of Cubans in those days carried a knife as standard equipment At some point was sent to Fort Schuyler, is this at~Throggs Neck ?). From there I went by train to Long Bench to join

a new ship under construction. Think the other Cadet was named Stein but am not sure. From there to Tocopilla , Chile for Nitrate which we took to Savannah. Think this was in Oct or Nov. of '41. Do remember there "were Japanese freighters" at anchor in Chile.

Then was sent to the Chrysler estate. Remember fondly the music system that was wired throughout. We were berthed in gardener's quarters. Jackie Wilson was commandant at time, I think. He had a Buick convertible with red leather upholstery. If there are any around today, they have to be considered a classic. For a brief period, Comdr. Wilson allowed me to drive this beauty on various errands. I had to be the envy of all the cadet there Even twenty years later at our 20th reunion, Ed Pencil still addressed me as Jackie Wilson's 'Prat' boy. Unfortunately, I got a little carried away and took the car without permission and that was end of driving the Buick . There was a C.P.O. there, whose name was MacKenzie, I think. He had a Model A Ford while not of caliber of Buick was still a fine auto. One night Dick Anderson and myself decided to drive down to Great Neck. Again, unfortunately, we were caught. But he was such a nice guy we were not booted out of Academy. Anderson and myself would frequently go through hole in fence back of gardener's house to go to Cutter Mill Inn. For a steak. The food then at academy was hardly gourmet. Prices were awful in those days; the steak that filled entire plate was \$1.25 Regrettably Dick went alone one night and was apprehended by one of the staff officers at the place. He could not stand the food either. However, he blew the whistle on Dick and he was sent home in disgrace for three weeks. Shortly after Anderson returned we were assigned to the Nenoomshe which as anchored In Manhasset Bay I think. One night Richard and I decided to take tender and row across the bay at a beer joint.

We had a great time and with muffled oars proceeded back to Nenemoosha only to be met by cadet officer in charge. He was a true' martinet' and was the epitome of 'Esprit de Corps'. I believe Dick told me recently that he died several years ago of which I was sorry to hear. In any event he was definitely going to report us and have us kicked out of Academy for the good of the service. But thanks to a bottle of booze someone produced, several cadet friends of ours, several hours of abject B. S. We talked him out of it. Don Anderson, Dick' s brother joined us at the Academy shortly via the Coast Guard Academy. Larry O'Neil, Dick, Don and myself used to lock ourselves in at the indoor pool on lower level of Chrysler estate to play bridge and avoid regimental reviews, etc. So much for the early days at Kings Point which were so much fun and produced such fond memories

I left the Academy in June of 1942 and made my first trip as 3rd Mate to Iran. We were gone about nine months next trip was to Cardiff Wales via Halifax. Our liberty ship started to break apart in a storm off Sable Island We had a 15 foot crack just forward of bridge that extended about eight feet or so down side of ship on starboard side and comparable crack on port side. We discharged about a third of our cargo in forward hatches while at anchor in Halifax and simply rewelded ship. It was solid as a rock from then on. We had usual submarine activity in North Atlantic. We

lost three or four ships first night of attack. We were in outside column No 2 position and one torpedo had to come right across our bow to sink ship beside us. My Captain an Irish gent by name of James Martin despite orders in N.Y. to effect that if under attack; 'under no circumstances was any ship to break formation' made a decisions 'To Hell with it' We broke formation, ordered full speed, and we zigzagged in area we figured subs were. We steamed south all night and as second mate and navigating officer, I laid out a course to intercept and rejoin convoy. We joined them about noon next day. We had no sooner

taken our position when all hell broke loose. The submarines had stayed underneath the convoy all night, They then Proceeded to sink three more ships. One was tanker carrying high-test gasoline. Can never forget that sight, the flames were hundreds of feet high and everyone who was on bridge had to have died. Those on stern we could see jumping over the side into water. We never knew of course whether they were picked up or not.

Then made couple of trips to England, Mediterranean, etc. Every six months was able to sit for another license. In October of 1943 made run

Aarhus Stiftstidende Mandag 15. Oktbr. 1945

AL
SIDE 1

rettelighedragt
overrøbe sin
i ene 12. Hans
i set siden den
31. Datteren,
som. Han
skede at møde
le spore havde
set. — Det er
re.
in sid Laval
eg den. som Ci-
B. J.

et Lys
ret⁴⁴

uder den tørke
topper. Indsats
bevagelse, ud-
Correspondent
i Laval's Held-
i. Det er ned-
t der ved den-
i Lys over na-
mod Laval har
og den følger

mest

Mand

lands Sejr

mede fra den
in i Aalborg,

Amerikas yngste Kaptajn i Aarhus

Føreren af det store Liberty-Skib



Kaptajn Craig (25 venstre) og hans Førstestyrmand Robert Ralford, fotografert ombord paa Liberty-Skibet.

AMERIKA er stadig de store Chan-
cers Land. Det gælder ikke mindst
for Søflotten, som ved den store Ud-
videlse af Amerikas Handelsflåde un-

Kaptajn Craig har været med som
Styrmand paa amerikanske Handels-
skibe under hele Krigen og har spillet
et Par væsentlige Episkoder. De hun

3 Dage i Haven

15. Oktober, Af A. Gylling.

SELV OM DAGENE bliver kørtene,
Luffen bliver holdere og Havens
Planter forbereder sig paa Vinteren, er
der dog enkelte Lysspejle i Haven.
Paa et gas en Tur i et af de smukke
Vilaværelser, der omgiver Aarhus, og
leg Mærke til de mange stænkede
Bordtæpper, enkelte Planter har. Rand-
højningen har røde, grønne og gule Far-
ver i forskellige Strøker, og de er saa
forvekselsende, at Dækkene er blevet
opmærksomme paa dem og sænker de
usikkerste Bløde sønnes, Berberis
Thunbergii er faktisk berøstrettede
og bevare Hestehorsens i lang Tid.
Næstaktorer (Eben typhinal) har en
prægtig, rødlig Farve, der virker al-
deles overvældende, naar den er paa sit
højeste. Hvis Dens Hæve er bleg og
forvælet i denne Tid, saa prøv at an-
bringe en af de ovennævnte Planter i
den eller gaa paa Cydagstærerne i de
offentlige Anlæg og find de Planter
der, der er smukke i denne Tid.

**Hovedgevinsterne
i Frihedsfondets
Landslotteri**

I Dag offentliggøres Frihedsfondets
Lottaris Trækningsliste. Den tyder ofte
tætttrykte Sider i Magasinformat og kan
bæbes i alle Kiosker og Papirforretnin-
ger. En Del af Hovedgevinsterne er
udtrukket allerede:

Et Spøtstykke: 3778 V. En Højse til
Gulien for to Personer: 15184 E. En norsk
Spøtstykke: 33716 V. General Panckas
Elev: 19448 C. En Udsat: 240000 30119

Fig 258 Captain Nicholas Craig, 25 (l) recognized in Aarhus Denmark as youngest American Captain, with his 1st Mate Robert Ralford. October 1945

from N.Y. To Murmansk as Chief Mate. We were heavily escorted as our convoy was bait for Schernhorst. They came after us, but our escorts cut off their escape back into fjords end it was eventually sunk south of Bear Island with total loss of lives about nine hundred I understood. we had little depth charge activity entering Murmansk-Archangel area but no problems.

Upon returning to NY in Dec. Or Jan. 1943 -44, I sat for my Masters license I immediately went to see Port Capt McLaughlin at Agwi Lines where I had served as a cadet about two years earlier. I told him, I had my Masters license .and wanted a shin. His manner was deprecating to say the least.

Went home to Maine and contacted by mail the War Shipping Administration and stated that I was available for duty as Master Almost immediately, I received n call to go to offices of Sprague SS, Co. in Boston. I was a relief Master. Joined ship at Sparrows .Point in Baltimore.. We were loaded, 100 per cent with explosives, bombs, etc. etc., plus several hundred 5 gallon cans of high test gasoline. Just as we were in stringing out action, meaning forming columns of two, to enter Straits of Gibraltar, we lost two ships very quick]y by torpedo. have often thought that if German intelligence had done their home work, they would have known what we were carrying. Obviously, if we had been hit their score would have been somewhat higher. We stayed at anchor in Bizerte where we were bombed several nights (there were many ships at anchor in bay). The planes were J. U. 38 I think. As I recall, no ships were damaged but am not sure about this.

Since I was: a relief Master, on returning to NY, Sprague SS did not have another ship for me. So I went back to Capt McLaughlin who cordially greeted me and wanted to know what I had been doing. When I told him that I had just completed a trip as Master, he stared at me in disbelief end then insisted that I come back to company and sail as Master with them . Naturally, I was ecstatic But to show him I was not that anxious, I said would let him know next day. So went to Denmark and Sweden. By that time war was over in Europe. Since there were no pilots available, I took my ship the SS . George Wythe, down through the Kattegat to Aarhus through a swept mine field. Believe me this was no picnic. We arrived at Aarhus next morning after my, having been on and never leaving bridge for well over 24 hours. That may sound like an exaggeration but I do know that after clearing customs, I went to bed at noon and never opened an eyeball until noon the next day.

My last trip was to India. Took my ship through Suez Canal without a pilot because none were available. In retrospect, this was no big deal I guess But in those days, we did not have up to date information via Hydrographic Office publications, old charts, etc. So, you were never a hundred percent sure that navigational aids were as they should be. To back up a bit, on returning to states from Sweden, our route was south of Jylland (the island so to speak where Copenhagen is located) and up through what is called the ' Little Belt) between Jylland and Jutland. You must have a pilot to go through there as it is tricky. But we encountered a bad storm and gale force winds. They were so bad, the pilot signalled there was no way he could get to us. We had very little ballast (couple thousand tons baled wood pulp) so we were sitting very high in the water so to speak. Since I could not anchor due to storm, could not turn around, etc. Had no choice but to go ahead. . We finally came to anchor late that night off Aarhus. At one point I was supposed to leave a green flashing submerged wr? buoy to port. But according to my charts, lights on coast of Jutland, etc something was wrong. Either I had made a mistake or the buoy had blown out of position due to storm. I gambled on the latter and left buoy to starboard, Needless to say there were some

anxious moments wondering if any second, we were going to rip our bottom open. To top it off, upon anchoring, the equivalent of our Coast Guard came out to us at final dropping of hook and informed me, that I was in a restricted anchorage and had to leave. I do not have to tell you what I said to him. We left next day

You should know Smokey! that I have always been reluctant to say too much about my war experiences. For one thing it can be boring to some and further the action that I saw was certainly minimal and relatively inconsequential compared with many many other King's Pointers. When I was at the Academy for 20th reunion and saw the graphic paintings of those other cadets in action and those that died, I felt very humble ;and very lucky.

Only one thing to end this lengthy epistle is that have always been a little disappointed in the Academy. I have or did have a couple of newspaper articles (Aarhus Stifttesend and Norfolk Virginian Pilot) which related in detail about America's youngest Captain. Am sure there were other cadets who served as Master of Liberty 'ships at the age of 24. So if I was the youngest Captain, it probably was only for a brief period of time. The reason, I make mention of the above is that while at the Academy, my name was not even listed on the 'board' of those cadets who attained the rank of Master and actually had their own ship. I mentioned this omission to someone in charge, and I must confess, he seemed somewhat disinterested. This may be unfair, as possible my name is there but I have not been back since to check. In re-reading above, I meant to say when I was last at the Academy for our 20th reunion in 1962.

So as mentioned before, you asked for this and now you have it to read it. I sold my business in Maine about ten years ago. My first wife. Whom I met in Aarhus, Denmark died about 14 years ago. I remarried and moved to Hilton Head Island, SC. I more or less retired about ten or so years ago. I do have a commercial office building here as one must have something to do. But mostly I spend much of my time on the golf course and play a lot of senior competitive golf which is not only challenging but much fun.

Sincerely,

/s/ Nicholas Craig.



Jack C. Crandall

Fig 259 Jack
Crandall

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Jack C CrandallADDRESS 43 Willow AveCITY: Middletown STATE: RI ZIP: 02840HOME PHONE - Area Code : (401) 846-5141BIRTHPLACE : (City, State) Providence, RI DOB: 6/10/21DATE REPORTED TO USMMCC: July 1941
 INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____
 Other SS Delta Quene, Treasure Island, San Francisco
SHIPS SAILED ON as CADET/MIDSHIPMAN: SS President Coolidge Am Pres. Lines" Z " NUMBER: or BOOK NUMBER: CDB 057172HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 2nd Mate, Lt. USNRCOMPANY(ies) SAILED WITH to 1946: USS Wabash (AOG-4)ATS _____ USN on graduation USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946:

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

Torpedoed - Unimak Pass 11/46 (it was a dud - very minor damage)INVASIONS: List Ship, date, and where: USS Wabash, 6/44 Saipan, 2/45Iwo Jima, 4/45 Okinawa.

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER BS USMMAHONORABLE DISCHARGE(s) USCG USN OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Commander USN 9/1/68Prior to USMMCC enlisted USNR '38-40, NROTC U Cal Berkeley 40-41

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

MA (History) Emory Univ. Commanded USS Gatling (DDG 671) and USS Purdy (DD 734), Served in MACV - Sigon, VietNam '66-'67

Since retirement Instructor of History U of Rhode Island & Bryant Univ.

Jack Conway Crandall

"Bulldog"

635 Oberlin Ave, Berkeley, CA

Jack attended Marion Military Institute and the University of California, where he starred on fencing and wrestling teams. He was had many memorable experiences including typhoons off Japan, eluding a Jap task force in the South Pacific, witnessing the sinking of a submarine and transporting wounded from Pearl Harbor.

Commander of First Battalion.



Fig 260 Jack Crandall at the helm with Roger Wayland -- Kings Point 1942

Richard S. Crial

KINGS POINT INDIVIDUAL HISTORY CLASS OF '42

Name : Richard S. Crial

Address: 2821 S 282 St

City: Federal Way, Washington 98003

Home Phone: (206) 839 4467

Birthplace: Milton-Freewater, Oregon. **DOB** Nov. 1,1921

Date reported to USMMCC: June 18 1940. I don' t have any papers but this is the issue date of my "Fink Book" My Cadet Number was: Maritime Commission 2-813: SocSecNo. 539-IO-4978: Navy No. O88790

Indoctrination Training at: Cal State Nautical School (name changed later to Cal Maritime Academy) at Tiburon Cal. Russ Holmes lives very close to there now.

Ships Sailed on as CADET E: USAT Leonard Wood, USAT President Taft and also aboard the Delta Queen and Delta king awaiting assignments and for Navy training.

I think I was one of about 4 dozen taken on active duty by the Navy. Holmes was in the same squadron or division as I, when I was "in" Doyle he was "in" Frankford, DD 497?

Ships sailed on as a MIDSHIPMAN E in the Navy : IN shipyard for conversion from Olympic Mail Lines? President McKinley (as I recall) to USAT J. Franklin Bell, about Jan. 1, 1942 it became the USS J. Franklin Bell AP, 34 however it had been under navy ownership from sometime prior to my reporting aboard about 17 September 1941.

Highest License as of 1946: Unlimited 3rd Asst Engr Steam. Navy Rank: Lieutenant USNR

Companies sailed with: U S Army Transport Service and Navy

Ships after graduation until '46: USS Doyle, DD 494, 1600, ton, 50,000 SHP: USS Wallace L. Lind, DD 703, 2200 ton. 60,000 SHP; USS Gatling, DD 671, 2100 ton, 60,000 SHP. .

Torpedoed, Bombed, Collision --Cause: Stupidity of the CO DD 703, rammed Norwegian Freighters, at anchor, under moderate visibility conditions in the greater NY harbor area. Minor damage to freighter, telescoped about eight frames on DD Near

collision in Pac between carrier and BB - hair raising at 32 knots also CO stupidity
Invasions :DD 494 always operated in Atlantic as convoy escort, when things were going badly at the invasion of Sicily or Southern Italy we steamed from Casablanca into the Med for four or five hours and then turned around. DD 703 operated as a Fast Carrier Escort for 3rd -and 5th

Fleets and stood by on Iwo Jima and Okinawa. DD 671 attended the surrender ceremonies and demobilized/de militarized Bora Zawa Hakuchi, Nanpo Shoto or Bonin Island Groups can't recall which. Ninety Japanese soldiers, sailors and civilians were killed along with two US sailors from our group of three cans. The soldiers were so careless in their disposal of the artillery shells, throwing them into a big pile, that the pile exploded. There were arms and legs blowing everywhere! I was told. Anyway the J. navy didn't have to haul so many out and dump them. We took all their rifles, pistols and binoculars. Every sailor got all the souvenirs he could maintain" possession of ".

List shoreside assignments during WW-II:-- Union Iron Works Shipyard San Francisco during conversion of Bell, about five month, San Francisco; Doyle construction: about five month, Seattle; US Navy Boiler School about three weeks, Philadelphia; Lind construction, in Kearney NJ, about four+ months, lived in Jersey City! NJ.

I have USMMA diploma Yes! **Honorable Dischg.** USN

Highest License, Rank, Degrees as of 1992: still 3rd Asst steam (first and only issue); CDR USN Ret; B S in Mining Engineering, NMIMT 6/51 Socorro, NM

Sailings/Duty since WW--II: Korean War recalled: Sept 1951, Engr Off. until April '53; shore duty Chief Engineer! Stockton Group, PacResFlt. Promoted to LCDR about April 53.

Completed satisfactory 20 yrs. Out as CDR USN Ret.
Boeing Airplane Co as welding engineer, --28 years
/s/ Dick Crial

PS I think I am one of about 4 dozen taken on active duty by the Navy, Holmes was in the same squadron or division as I, when "in " Doyle he was "in" Frankford DD 497

Letter to Pierre Becker 2/5/92

Richard S Crial

2821 S 282 St

Federal Ways WA 98003

Feb. 5, 1992

Dear CAPT Becker :

I am one of the many of the class of 42~ and I cannot recall ever having met you, however you probably heard from Harbut describing me as a no good SOB.. Please overlook his classification, I am not quite as bad as he says. We were shipmates on the Pres. Taft, summer of '41. Anyway I am sending a check to Vic Cotz to help cover the costs of the reunion information, past and future.

Also mailing my Individual History, plus a page 2 "sea story sheet" plus some of the sheets that I rec'd from you or Harbut that had mis-identified myself and others.

Presently I don't believe I will attend THE reunions as I am Co-chairman of the DD 703 reunion here, about that time.

Joe Coleman may have been one of the early middies to report in the Navy, however K J Randall and myself were not far behind. I reported aboard on 17 Sept 41 and Randall about the same time. The ship, the ex Pres. Taft was undergoing conversion to an army transport: USAT J. Franklin Bell AP 34 and we were the execs' stooges as well as Division Officers.. I had the Auxiliary Engineering Division and took care of the steam deck winches steam heating, refrigeration, ventilation and water making. The navy was in charge of the ship at that time however, and I think it became the USS JFB on 1 Jan 42.

I also was a somewhat young Chief Engineer in the Navy, assigned to the USS Wallace L. Lind DD703 while under construction at Kearny, NJ. It was a 2200 ton, 60,000 SHP job with 102 men in the Department--- I was 23.

Maybe you get tired of reading these "bragging sheets".

Fraternally,

R. S. (Dick) Crial CDR USN Ret.

Richard S. (Dick) Crial
Cadet- E & Mids. EM-USNR, 42

As a midshipman in the Navy, in the J. Franklin Bell AP34 I worked for the smartest and meanest officer in the navy -- not necessarily my words. I heard he made RearAdm. by the end of WW II... his nickname by that time was "Terrible Terry" of the amphibs.

CDR James B, McGovern was stern ! You couldn't tell if he was grinning or frowning when he said something... Well we had arrived at Pearl Harbor in late May or early June '42 with the 2nd Marine Raider Battalion and received our mail. Going back, the ship had 360 men in the crew, and 35 had deserted. The Chief yeoman opened the ship's mail and told XO we had a dozen or more letters from the deserter's parent's wives, etc. how should he answer them? Without hesitation XO replied "Alex take a letter. United States Navy Regulations 1921? (am not sure of the date, and also the following article number) Article 1 states that in time of war deserters will be shot! Run that off on the mimeograph machine and send it to all of them!" IT Was DONE. As midshipmen, Randall and I sat next to his desk for training in the real navy. He used to tell us that he would make "Pukka Sailormen of us" You weren't on a ship, but "IN" it. "I think that I am personally responsible for the high degree of damage control consciousness that exists in the US Navy today". He stated that before PH and he was on our backs all the time. He slept about 4 hours/day and thought everyone should.

After WWII the Naval Academy Alumni in San Diego were always trying to determine who Captain Queeg was. They had finally decided on two candidates: CDR George DeMetropolis or someone else. (per my Korean War CO)

On my first Chief Engineers assignment (DD 703) one morning before daylight on our shakedown cruise, we had occasion to make stack smoke. I told the fwd Fireroom to make smoke. Very shortly thereafter was the damndest wailing over the ships general announcing system (IMC) that you ever heard followed by, "My ships on fire! PUT IT OUT! PUT IT OUT! I ran across the Fwd Eng Rm to the stbd side and crawled up to the hatch... There truly was an awesome sight flames shooting out of the #1 Stack, 30 to 50 feet in the air. I ran back to the talker and had him tell the fireroom to Knock off the smoke, Blow Tubes and not to stop until I told them to. The flames stopped very quickly and on investigation later I found no damage to the economizer. The crew found out a lot about the Captain in his sobbings wailing gasps. Using Harbut's favorite terminology, He was a stupid son of a bitch!" G. DeMetropolis.

The truth, so help me
Crial. Feb 5 '92

(3) Deitenbeck, DiChiara, Dixon, Dondero, Dreves, Evans, Farley, Ferkovitch

Hugo Deitenbeck

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Hugo DeitenbeckADDRESS 4728 Mystik Rd.CITY: Oceanside STATE: CA ZIP: 92056

HOME PHONE - Area Code : (619) 758-2544

BIRTHPLACE : (City, State) La Grange, Ill DOB: 7/7/21DATE REPORTED TO USMMCC: March 3 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____
 Other Algiers, New Orleans _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: West Colina, Delbrazil
Mississippi Shipping

" Z " NUMBER: or BOOK NUMBER: 041651 _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Mate, LtCOMPANY(ies) SAILED WITH to 1946: Grace Line

ATS _____ USNR X USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: USS Orizaba, USS LST 855,
USS LST 756

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause:

INVASIONS: List Ship, date, and where: LST 756 Iwo Jima, OkinawaRESCUE MISSION(s): None _____

LIST SHORE ASSIGNMENTS DURING WW-II:

US Merchant Marine Academy _____

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER USMM Cadet CorpsHONORABLE DISCHARGE(s) USCG USN XX OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: 3rd Mate, LtDEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: none

HUGO DEITENBACH

Personal Service History

3	March '41	Reported to USMC Cadet School, Algiers, LA.
3	May '41	Deck Cadet - SS West Celina, Grace Lines, New Orleans to Peru, Chile, and back to New York
12	July '41	Deck Cadet - SS West Celina, New York to Peru, 25 Sept.
'41		Chile, and back to New York
6	Oct, '41	Reported to Cadet School at Algiers, La. For basic Naval Science course
12	Dec '41	Deck Cadet -- SS DelBrazil, Mississippi Shipping Co.
22	April '42	New Orleans to Rio de Janeiro, Santos and Buenos Aires. I made two trips on the DelBrazil
22	April '42	Cadet School at Bayou St Johns in New Orleans.
10	July '42	Lived aboard the North Star with three other cadets. We were on our own to study for our license exams!
18	July '42	Third Mates License
17	Sept. '42	Ensign USNR
31	Oct. '41 -	USS Orizaba AP 24. We made trips to the West Indies and Newfoundland and one trip to Africa.
24	April '43	US Merchant Marine Academy - Instructor rowing
11	Feb '44	and sailing
24	July ;43	Married Elaine Hession in the Chapel at the Academy. We were married by Father Madden
11	Jan '44	Lieutenant (JG)
22	Feb. '44	Amphibious Training Base, Camp Bradford Va.
29	July '44	LST 756 as First Lieutenant LST 756 was flagship
13	Nov. '45	for LST Group 18. While serving on LST 756, took part in the invasion of Iwo Jima and Okinawa. At Okinawa we were one of several ships that went up on the beach sideways in a storm shortly D Day. We had to be pulled off by a tug. As a result, we spent 90 days at Okinawa and left on the morning of D plus 91 under tow.
3	May '45	Lieutenant
30	Jan '46 -	LST 855 Commanding Officer
	13 April, '46	

Letter to Pierre Becker 5/9/91

4728 Mystik Rd.
Oceanside, CA 92056
9 May 1991

Mr. Pierre R. Becker
98 Walden Pond Drive
Nashua, NH

Dear Pierre:

I was very glad to receive the Class of 42 newsletter.

First, let me say my wife, Elaine, and I are hoping to make the 50th reunion in '92.

I guess I am one of a very few cadets who never went to the Academy. By some strange quirk in the early days of the war, at least two of us were allowed to take our third mate exams after fourteen months as cadets. We were told to study by ourselves while living aboard the North Star at the Cadet School on Bayou St. Johns in New Orleans. I only recall that 3 of us lived on the North Star: Eddie Baur (I am not sure of the spelling of his name) and myself, both Deck Cadets, and an Engineering Cadet (I do not recall his name). Eddie got his license first, and shortly thereafter I got mine. I am not sure what happened to the engineering cadet, but I think somebody realized what was going on and he was sent to the Academy.

The upshot of this was that sometime after I got my license, and while waiting for active duty in the Navy, the following happened:

I went to the District Cadet Office in New Orleans to see some friends. A Commander came out of his office to find out what was going on, and I told him who I was. He said I was AWOL and that I had to report to the Academy.

I said, "But, sir, I already have my Third Mates License." He said tear it up! With that, I said No. Sir and beat a hasty retreat.

In 1952, I went to a homecoming at the Academy and I felt like an unwanted outsider. I couldn't find anyone who believed there was a Class of 42.

I still feel like a stranger. None of the names I see in the Kings Pointer, or in your letter, ring a bell with me. Also, I never go very high. Only a third mates license and a Lieutenant in the Navy. Seems like in everything I read, everybody but me has a Masters License, or is a Captain in the Navy. Oh well, maybe it's like a retired Navy Captain told me a couple of years ago -- Lieutenant is the best rank in the Navy!

Enclosed is my history. It is amazing to see how much I did in five years.

I was released from active duty in the Navy in 1946. I was recalled to active duty in 1951, and stationed at the US Naval Air Station, Memphis, TN, and assigned to the

USS Seminole AKA 104, as First Lieutenant. I was released from active duty in 1953.

After getting out of the Navy, I went to work for the Los Angeles County Department of Regional Planning. I retired in 1978 as an Associate Regional Planner.

I noticed a suggestion in the newsletter about wearing our mini medals. Where do we get them? All I have ever worn are ribbons on my Navy uniform. How many mini medals do you wear? After all, I have eleven ribbons that I know of, from two wars. I am going to have to get busy and try to get all my medals; so far, I have only six.

One other question about medals; my wife was in the Waves during the war. Do the ladies wear their mini medals at occasions when the men wear theirs?

I have one of the early collar pins we wore for a very short time. The pins stood for US Maritime Commission, but said "USMC". People thought we were Marines!

Enclosed are the front covers from some booklets I have, and some other interesting items. In one of the booklets is a list of the uniforms we would need. My father, who went with me to New Orleans when I first reported, carefully wrote the price of each item in the book. Can you imagine paying only \$22.00 for a blue service uniform! I am wondering if the museum at the Academy would want any of this.

About a year ago, I got a letter from someone about the reunion. An idea that was put forth then still seems like a good idea to me: we should all stay in the same motel or hotel in Great Neck.

For some of us who have not been in New York for many years, and because of the horror stories we hear about New York, I think some ideas or help on how to get around New York, and on how to get to Great Neck and/or Kings Point would be appreciated.

Right now, we are tentatively planning on going by train. We usually drive when we go on vacations, but I don't think I want to try to drive in New York City!

We have two very busy years coming up. Our grandsons are growing up -- one graduates from high school this June in Phoenix, and next year, one graduates from high school in Gulf Port, Mississippi; and, of course, we will have to be at both graduations. Then in 1993, my wife, Elaine, and I will celebrate our 50th anniversary. Somehow, we hope to be at the reunion in 1992. Nothing like a dull retired life with nothing to do!

We are very proud to mention that our oldest grandson, Jeff, has received an appointment to the US Naval Academy (Class of 95)!

Sincerely

/s/ Hugo Deitenbeck

4728 Mystik Rd
 Oceanside, Ca 92056
 20 hpril 1992

Capt P R Becker
 98 Walden Pond Drive
 Nashua, NH 03060



Fig 261 Hugo
 Deitenbeck

Dear Capt Becker,

According to your latest newsletter about the reunion you have my name listed as planning to be there. But things have changed and it doesn't look like we will make it.

Sorry about that, we sure wanted to go; but then things change.

/S/ Hugo Deitenbeck

CC:

Mark Campbell

Mario F. DiChiara

Deceased

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Mario F DiChiara

ADDRESS 324 Barkentine Lane

CITY: Mantoloking **STATE:** NJ **ZIP:** 08738

HOME PHONE - Area Code : (908) 295-3579

BIRTHPLACE : (City, State) Newark, NJ **DOB:** 6/19/21

DATE REPORTED TO USMMCC: 4/40 assigned 8/40

INDOCTRINATION TRAINING AT: Billard Pass Christian

Fort Schuyler X San Mateo Other

SHIPS SAILED ON as CADET/MIDSHIPMAN: USAT Huntr Liggett, SS America,

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Chief Mate, Lt, USNR

COMPANY(ies) SAILED WITH to 1946:

ATS X **USN** _____ **USCG** _____ **OTHER** _____

LIST SHIPS AFTER GRADUATION TILL 1946: USAT James Parker, USAT Imperial, USAT Geroge Washington, USAT St Olaf

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

6 convoys, North Atlantic, 2 Convoys South Pacific, ovyage alond So Pac. Hospital ship.

PERSONAL HISTORIES OF THE CLASS OF '42, USMMA

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): -----

LIST SHORE ASSIGNMENTS DURING WW-II:-----

DO YOU HAVE YOUR USMMA DIPLOMA" 11/5/42 OTHER _

HONORABLE DISCHARGE(s) USCG USN OTHER -----

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992:Chief Mate, Lt, USNR

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

BS Chemical Engr.

Hand written letter: by Mario's wife

Sept 29, 1992

Capt P R Becker, USNR Ret
Chairman

Dear Pierre:

I am sorry to inform you that I will not be able to attend our 50th reunion. Presently, I am suffering with a knee problem and I will be going to bone surgery for a knee replacement. I would have loved to be at the reunion but unfortunately I will be unable to. I will be there in spirit and I wish all my classmates smooth sailing. My warmest regards to all.

Sincerely,
Mario F DiChiara, '42
324 Barkentine Lane
Mantoloking, NJ 08738

Mario became a midshipman USNR in June of 1940, completed sea duty & assigned to Kings Point March '42, received his 3rd Mate's license - Nov 1942. Rose from Ens. To Lt Jg, to Lieut, USNR by 1946

Howard H. Dixon

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Howard H DixonADDRESS 112 Sanchez Drive WestCITY: Ponte Vedra Beach STATE: FLA ZIP: 32082

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) DOB:

DATE REPORTED TO USMMCC:

 INDOCTRINATION TRAINING AT: Billard X Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other _____

 SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Washington, SS Vincent,
USS Mt Vernon

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Lt USNR

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN XX USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: USS Taurus, USS Hooper Island, SS Morning Light, SS Henry D Lindsley

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: Convoy Inspector NY Port Director's Office COMSERVDIV, occupation forces Japan.

DO YOU HAVE YOUR USMMA DIPLOMA" _ OTHER _

HONORABLE DISCHARGE(s) USCG USN OTHER _____

 HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: LCDR, USNR
Chief Mate unlimited

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Howard H. Dixon-chronology Class-1942

Feb. 28, 1940	Appointed Deck Cadet by US Maritime Commission. Joined class at Admiral Billard Academy in New London.
Jul. 24, 1940	Assigned to SS Washington. Sailed with William O'Reilly ('42). Participated in the evacuation of US dependents, mainly Navy and

missionary women and children from Shanghai.

Jan 1, 1941 Assigned to the SS Vincent (an old "Hog Islander" built for World War I) for a seven month voyage to China. On good days she made about 8 knots. Flew "not under command" signals day and night with the helmsman on the poopdeck being given courses via police whistle signals from the bridge. Steamed a crooked course right through US Navy fleet maneuvers with police whistles blowing like crazy. Memorable voyage!

Jan 10, 1941 Appointed Cadet, MMR USNR

Aug. 6 1941 Appointed Midshipman, DM USNR and ordered to active duty. Joined USS Mount Vernon, again with Bill O'Reilly ('42) and embarked about 6.000 British troops at Halifax for Singapore.

In addition to the USS Mount Vernon, served on active duty in the USS Taurus, USS Octans, USS Hooper Island, and acted as Convoy Inspector in the USN Port Director's office in New York.

With the exception of bombing and torpedo attacks, never met the enemy or disposed of any. However, did have the good fortune to save some lives; While sailing alone in a small boat about a mile off the coast of New Zealand, encountered an overturned boat adrift with three children clinging to it and brought them ashore -- their dog too. And, while on the bridge in the Pacific sighted what seemed to be a flare and searched the area, in a lifeboat, in the dark for several hours and found the entire crew of an Army Air force bomber afloat in life jackets and half a inflated raft

Last active duty assignment was Operations Officer for COMSERVDIV in the USS Hooper Island with occupation forces in Japan.

July 24, 1946 Released from active duty. Remained in the Ready Reserve as Lieutenant USNR

Dec 1, 1961 Transferred to USNR, retired with 20 years 11 months USNR service, Highest rank was Lt. Commander USNR (T)

After being released from active duty, returned to the Maritime Industry serving at sea in the SS Morning Light and the SS Henry D Lindsley. Highest license was unlimited Chief Mate.

Joined EXXON Corporation in 1948 and remained employed in their various marine, Transportation and logistics operations for 31 years: some career highlights

Venezuela:

Fourteen years in Marine Department, Marine Superintendent.

Developed and wrote the first industry Electronic Data Processing programs

used to control marketing inventories and to schedule multiple grade product tankers including cargo layouts and trim and stability tables for multi-port tanker trades.

Member of Labor negotiating Committee for the Venezuelan National Petroleum Contract and for the National Unlicensed Maritime Contract.

Operating manager for tankers, tugs, barges, small craft and repair facilities.

Bayway

Port Captain and Tanker Agency Manager for US East Coast.

Aruba:

Exxon Marine Adviser to Large Oil and Transport Co.

Consultant for two the construction of two deep water berths for VLCC's, the building of 6,000 HP tugs for training of large tanker berthing pilots. Member of the first Western Hemisphere task group formed to lighter large crude tankers while they continued underway.

New York:

Transportation Coordination Department and Logistics Department. Head of Industry Tanker Intelligence

Placed into operation the first EDP programs for monitoring international tanker movements including all commercial tankers, all flags and trades.

Seconded to US Department of Interior's Committee to insure fuel supplies during both the Arab/Israeli conflicts that closed the Suez Canal.

Authored numerous tanker industry studies including: "Impact of Oil Exports from the Soviet bloc on Free World Trade", "Requirements for Handy sized tankers for International Trades", Available of PANHONLIB Flag Tankers for National Emergencies", Forecasted Shortage of Product Tankers to meet MSTs Requirements". Forecasted Significant Surplus for Very Large Crude Carriers", Availability of US Flag Vessels for Oil Imports", "History and Growth of Soviet Bloc Tanker Fleet", etc.

Middle East: Marine and Logistics Advisor to EXXON Middle East.

Established first corporate Marine Office in Saudi Arabia. Responsible for tanker operations at terminals in Saudi Arabia, Kuwait, Iraq, Iran and Bahrain.



Fig 262 l to r Robert Dudley '43, Ed Malicki '42, Howard Dixon ?, '42



Fig 263 Howard Dixon, with pipe (l) and Porter L Fortune , later became President, University of Southern Mississippi



Fig 264 Howard Dixon (2nd from right) with occupation forces in Japan

Raymond S. Dondero

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Raymond S. DonderoADDRESS 17 Via Las CrucesCITY: Orinda STATE: CA ZIP: 94563HOME PHONE - Area Code : (415)254-4879BIRTHPLACE : (City, State) San Francisco, CA

DOB:

DATE REPORTED TO USMMCC: 27 Feb. 1941

INDOCTRINATION TRAINING AT: Billard_____ Pass Christian _____
 Fort Schuyler_____ San Mateo _____
 Other SS Delta King, California City, CA_____

SHIPS SAILED ON as CADET/MIDSHIPMAN: SS Mormacsea, SS President Coolidge" Z " NUMBER: Z 182575 or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946:

3rd Ass't Engr, Lieutenant EM USNR.

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN XX USCG _____OTHER America President Lines_____LIST SHIPS AFTER GRADUATION TILL 1946: USS PathfinderTORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause: see attached.

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: none_____DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER _

HONORABLE DISCHARGE(s) USCG USN OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: CDR USNR Ret

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

City College of San Francisco. Univ of Cal, Berkeley: AB & MAState of California: Community College teaching credential and administrative credential.**Raymond S Dondero -Survey ship**

FIRST VOYAGE November 1942 - October 1944

Although somewhat handicapped by the fact that the ship had already been sunk three times by no less an authority than Tokyo Rose, The "dead men" of the Survey Ship

Pathfinder, nevertheless kept right on with their valuable work of charting the remote areas of the southwest Pacific with a speed and accuracy that must have surely caused deep consternation to the Imperial Japanese Navy. For nearly two years - from Guadalcanal to Guam, through the Russels, Admiralties, Loyalties, New Caledonia and other previously undreamed of places, the rocky road to Tokyo became newly paved with Pathfinder charts. For excellent work and the part she played in subjugation of former enemy held territory, the ship received commendations from Admirals, Nimitz, Kincaid and Halsey. An isolated reef, an uncharted harbor, a lonely stretch of enemy held coastline - all presented a different species of nut to crack. On several occasions, notably at Bougainville, Treasury Island, Green Island Emirau, and Guam, advance parties were sent ashore under the noses of the Japanese to work in close cooperation with either our own or Australian amphibious units in laying out harbor charts or surveying inland channels. Although not essentially a combat ship the Pathfinder underwent some fifty bombing raids while operating close to the front lines., the most harrowing of which occurred on the afternoon of April 7, 1942 at Guadalcanal when two members of the honorable Japanese air force were sent to join their ancestors for being so inquisitive as to venture within of the ship's guns. That the Pathfinder was definitely lucky was attested to by the fact that during the entire voyage, not a single man attached to the ship was either killed or wounded in any of the hazardous operations in which they were engaged. In 1944 two brief "invasions" of Sidney, Australia were made by way of recreation and a gigantic super colossal time was had by all. At last and after several disappointing false alarms, orders were received to report to Alameda, California and after an uneventful trip during which the ship pursued a mental zig-zag course in anticipation of the festivities ahead, the Pathfinder moored alongside a dock in Alameda for repairs as a well earned rest.

SECOND VOYAGE December 11944 - December 1945

The honeymoon ended on December 18,1944 as the superstructure of the Golden Gate Bridge vanished amidst a downpour of California sunshine. Pearl Harbor was reached in eight days and the Pathfinder stood by awaiting orders for the next job. By this time the tide of battle had swept northward to the Philippines. Guadalcanal was a recreation canter and weeds were growing over the battlefields of Saipan and Tarawa - but there was still much work to be done and it was not long before the ship touched Eniwetok on the way to Guam. Roughly 350 miles northwest of Guam, Pathfinder reef was discovered and duly charted for posterity while the ship added another new star to her growing list of accomplishments by anchoring closer to Japan than possible any other ship since the beginning of the war. In order to perhaps to further demonstrate its versatility, the Pathfinder was then ordered to proceed to a remote spot called Casiguran Bay on Luzon Island in the Philippines. On March 13, 1945 an amphibious landing was successfully accomplished - the first on the eastern coast of Luzon - and the village of Casigurqan officially liberated. Such was the nature of the place it seemed that except for lack of mail, Casiguran would be an ideal spot in which to

spend the balance of the war. This idea was promptly shelved however, when on March 26th the ship was subjected to a sudden attack by two Japanese planes, but Pathfinder luck prevailed again and the ship remained unscathed. On May 1st, one month after the initial American landing on Okinawa, the Pathfinder steamed into Hagushi Anchorage. Okinawa was the scene of many firsts for the ship, most lamentable of which occurred on May 6th at Suicide Slot, Sesoko, when a Jap suicide plane crashed into the after gun platform and killed a member of the crew. From her arrival at Okinawa, until final cessation of hostilities the ship was at general Quarters 170 times and there were moments, particularly at Nago Wan when it appeared as if the usual astonishing run of luck would fail - but it never did- even for those who were sent ashore at Nago and underwent the rigors of foxhole watch, snipers and mortar fire. August 10th the radio hinted that peace was fast approaching and the ensuing demonstration of fire power, from the ships at Hagushi Anchorage, alone must surely have been heard around the world. The end had come at last and the Pathfinder was in at the kill.

Alben F. Dreves

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) A F "Mike" DrevesADDRESS 1275 River Vista Row # 136CITY: San Diego STATE: CA ZIP: 92111-7461

HOME PHONE - Area Code :

BIRTHPLACE : (City, State) New York, NY DOB: 5/11/20DATE REPORTED TO USMMCC: ?INDOCTRINATION TRAINING AT: Billard XX Pass Christian _____

Fort Schuyler _____ San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: SS President Roosevelt. Msv Tampa" Z " NUMBER: 167968 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 1st asst or Ch EngrCOMPANY(ies) SAILED WITH to 1946: US Lines

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: MS Lightning, MS Cape Lopez,MS Cape Spencer

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

Collision , May '42 Ismian Ship off Nova Scotia

INVASIONS: List Ship, date, and where: none

RESCUE MISSION(s): _____ None _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER _____

HONORABLE DISCHARGE(s) USCG USNOTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: C/E Steam Motor,Atomic Energy Comm. Chief operator two nuclear power plant

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Allen F. (Mike) Dreves

RESUME

Holiday Gardens Apt. 2C
Vallejo, California 94590
Telephone 707 642-4675

Nuclear Engineer

Mare Island Naval Shipyard, Mare Island, Vallejo, California
10-68 to present

Responsible for preparation of detailed engineering specifications and evaluation of construction deficiencies for construction and modification of various components and systems associated with naval nuclear propulsion plants. Areas of work include: design of reactor plant related support systems; welding and non-destructive testing; material and component specifications; system and equipment cleanliness and radiological controls; shielding; systems and component repair and modification.

Nuclear Test Engineer

5-67 to 10-68

Assignment required a thorough knowledge of all machinery and equipment associated with submarine naval reactor propulsion plants. Supervised and directed the efforts of junior test engineers during performance of operational testing. Prepared procedures for testing of components and sub systems and reviewed completed test data for use in statistical analysis and test reports.

Development Engineer

Aerojet General Corporation, Sacramento, California
9-62 to 1-67

Prepared specifications, solicited and evaluated vendor proposals for remote operated liquid hydrogen piping joints. Prepared and carried out development programs on several joint designs. Reviewed all nuclear rocket engine component designs for approval or correction of the static seal applications. Tested and developed high temperature and liquid hydrogen valves for nuclear rocket engine. Also accomplished design modification, development and testing of commercial valves for liquid hydrogen service.

Technical Coordinator

Committee of American Steamship Lines Washington D C
5-61 to 9-62

Advised the Maritime Administration's Office of Research and Development on technical and operational aspects of research and development progress. Obtained and analyzed vessel operational data so that emphasis on research and development could be properly placed.



Fig 265 Mike
Dreves '42 at
Adm Billard
Academy 6/40

Reactor Engineer

Combustion Engineering Corp. Windsor, Connecticut
1-58 to 5-61

Direct responsibility for the performance of the following activities: safe operation of a nuclear power plant and its supporting facilities; supervision of all watchstanders, trainees, chemists and health physicists; review test procedures; train and prepare Naval Officers for A.E.C. qualification examinations.

Chief Engineer

United States Lines, One Broadway, New York, N. Y.
1950 - 1958

Responsible for safe operation, maintenance and repair of all machinery, engines, boilers, cargo handling equipment and the ships electrical systems. Responsible for maintaining chemical standards for lube oil and boiler water. Coordination of engineering for contractors, submittal of purchase orders for all spare parts and stores, compiling of data on costs of fuel oil, stores and vessel spares with responsibility for keeping costs below prescribed levels. Prepared specifications for repairs and modifications, directed the installation of new equipment in hull and machinery. Handled grievances received from officials of two unions.

1943 to 1950

Assistant Engineer

United States Lines Co. One Broadway, New York, N. Y.

Similar to the duties listed above.

Education

B. S. Marine Engineering United States Merchant Marine
Academy Kings Point L. I. N. Y.

Special Courses G Training Industrial Safety

Atomic Fire Fighting

Teaching and Lecturing

Nuclear Power Plant Operations

Applied Metallurgy,

Rocket Propulsion Systems

Additional Information

Member of Society of Naval Architects and Marine Engineers

Military Status: None

Speak limited Spanish

Interests: Tennis

Professional Licenses

Chief Engineer of Steam and Diesel Vessels any horsepower

Issued by United States Coast Guard

Chief Operator, Atomic Power Plant

Issued by Atomic Energy Commission, Arco, Idaho

Chief Operator, Reactor Engineer, Shift Supervisor Atomic Power Plant Issued by Atomic Energy Commission, Windsor, Connecticut

Mike Dreves -- Shipboard activities

8-10-40	10-31-40	President Roosevelt	steam	Cadet
11-1-40	10-24-41	Tampa	Diesel	Cadet
6-1-42	1-6-43	Lightening	diesel	Lic. Engr
1-12-43	1-13-43	Cape Spencer	diesel	3rd Engr
1-14-43	8-16-43	Cape Spencer	diesel	3rd Engr
8-17-43	5-25-44	Cape Spencer	diesel	2nd Engr
8-17-44	9-17-44	Sea Serpent	diesel	Reefer Engr
10-11-44	5-7-46	Cape Spencer	diesel	1st Engr
8-9-46	9-20-46	Am. Forwarder	steam	Lic. Engr
9-25-46	12-22-46	America	steam	3rd Elect.
2-7-47	4-24-47	Washington	steam	Reefer 2nd
4-29-47	5-23-47	America	Steam	Reefer 2nd
6-7-47	8-29-47	Am Banker	steam	1st Engr
10-10-47	1-16-48	Golden Eagle	steam	1st Engr
8-16-48	9-1-48	Am Chief	steam	3rd Engr
9-12-48	2-2-49	Am Producer	steam	3rd Engr
2-3-49	2-16-49	Am Producer	steam	lic Elect
3-23-49	7-25-49	Pioneer Land	steam	1st Engr
7-25-49	8-11-49	Pioneer Land	steam	Ch Engr
8-19-49	12-29-49	Am Importer	steam	1st Engr
2-15-50	5-16-50	Am Importer	steam	1st Engr
7-17-50	8-28-50	Am Harvester	steam	Ch. Engr
5-17-50	7-16-50	Am Importer	steam	Ch Engr
9-6-50	10-13-50	Am Jurist	steam	1st Engr
11-1-50	11-15-50	Bloomington Victory	steam	Ch Engr

11-16-50	12-13-50	Am, Scout	steam	Ch. Engr
12-27-52	2-17-52	Pioneer Cove	steam	Ch Engr
5-20-52	7-11-52	Pioneer Bay	steam	Ch Engr
7-12-52	8-13-53	Pioneer Cove	steam	Ch Engr
11-27-53	4-23-54	Pioneer Cove	steam	Ch Engr
5-26-54	11-1-54	Pioneer Gem	steam	Ch Engr
11-8-54	5-29-55	Pioneer Cove	steam	Ch Engr
10-15-55	3-2-56	Pioneer Cove	steam	Ch, Engr
3-3-56	3-8-56	Pioneer Cove	steam	Ch. Engr
5-3-56	9-10-56	Pioneer Cove	steam	Ch Engr
4-26-56	5-2-56	Pioneer Cove	steam	Ch Engr
1-18-57	1-26-57	Pioneer Cove	steam	Ch. Engr
2-5-57	2-14 -57	Pioneer Cove	steam	Ch. Engr
2-16-57	3-13-57	Pioneer Cove	steam	Ch. Engr
4-9-57	4-22-57	Pioneer Tide	steam	Ch Engr
4-23-57	4-25-57	Pioneer Tide	steam	Ch. Engr
6-11-57	6-17-57	Pioneer Wave	steam	Ch. Engr
6-18-57	8-20-57	Pioneer Wave	steam	Ch. Engr
8-21-57	8-29-57	Pioneer Wave	steam	Ch. Engr
8-30-57	9-30-57	Am Forester	steam	Ch. Engr
10-9-57	11-13-57	Am Forester	steam	Ch Engr
11-14-57	11-22-57	Am Forester	steam	Ch. Engr
11-23-57	12-24-57	Am Forester	steam	Ch. Engr
11-25-57	1-2-58	Am Forester	steam	Ch. Engr
2-26-76	5-26-76	Am Chieftan	steam	Ch. Engr
6-14-76	9-27-76	Pioneer Moon	steam	Ch. Engr
2-28-77	10-9-77	Pioneer Crusader	steam	Ch. Engr
12-9-77	12-26-77	Pioneer Contractor	steam	Ch. Engr
12-27-77	5-13-78	Pioneer Crusader	steam	Ch Engr
9-19-78	4-6-79	Pioneer Crusader	steam	Ch. Engr
8-10-81	10-14-81	Am Monarch	steam	Ch. Engr
11-26-82	3-27-82	Am Trojan	steam	Ch. Engr
6-11-83	12-18-83	Am Monarch	steam	Ch. Engr

Ruskin G. Evans

Deceased

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Ruskin Gray EvansADDRESS 486 Santa CeceliaCITY: Solana Beach

STATE:

CaZIP: 92075HOME PHONE - Area Code : (619) 481-0783BIRTHPLACE : (City, State) Olive Hill KYDOB: March 8, 1920DATE REPORTED TO USMMCC: July 1941

INDOCTRINATION TRAINING AT: Billard _____

Pass Christian _____

Fort Schuyler _____

San Mateo _____

Other Algiers Navy Yd. LASHIPS SAILED ON as CADET/MIDSHIPMAN: SS Lipscomb Lykes" Z " NUMBER: or BOOK NUMBER: 041852HIGHEST LICENSE (s) and/or RANK HELD as of 1946: CHIEF MATE

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN _____ USCG _____

OTHER GRACE, USMS, WATERMAN, BULL Moore McCormackLIST SHIPS AFTER GRADUATION TILL 1946: SS Santa Rosa, SS Mahlon Pitney,TV American Engineer, SS City of Montgomery, SS Hilton,SS Lawrence B Evans.

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where: North Africa, feb, '43 -- SS Santa Rosa

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes _ OTHER _ BS 1950HONORABLE DISCHARGE(s) USCG _____ USN XX OTHER _____HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Chief Mate, Lt (jg.) USNR

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Ruskin G. Evans '42 narrative

I joined the Cadet Corps in July 1941 at Algiers, Louisiana. We were located at the Naval Station. Myself and one other new cadet were there during the summer of '41. There were 6 - 8 older cadets who were brought back for the Naval Reserve training. Two cadets names that I remember were David Goldstein '42 and Grover J. Gravatt '42. Lt. Francis Litchfield, USNR, was one of the officers in charge. I was sworn in as Cadet, Merchant Marine Reserve, United States Naval Reserve (File #892081) on

September 19, 1941.

In September I was assigned to the S.S. Lipscomb Lykes, a new C-1 freighter engaged in the Gulf trade. While sailing on her as Deck Cadet, until April '42, I sailed with Art Seeber '42, and Bill Lake '42, who were engineer cadets at different times. We sailed to Caribbean Sea ports of Havana, Ceinfuegos, and Guantanamo Bay in Cuba; and San Juan, Puerto Rico. In April '42, Bill Lake and I were sent to Kings Point for our final training before sitting for our licenses.

At Kings Point I was in Section 1-H-1 with Pierre Becker and others who were to form the first organized group to graduate from the Academy in December '42. Upon graduation I received the appointment of Ensign, USNR (12-17-42), but opted to remain in the Merchant Marine. Some of the class volunteered to serve in the Navy. In addition to the usual diploma received upon graduation, I was granted a Bachelor of Science degree from Kings Point in 1950 because of credits I had earned previously at the University of Cincinnati.

After getting my 3rd mate's license I sailed in various merchant ships, including the Santa Rosa of the Army Transport Service, which was transporting a load of soldiers to the North African campaign through Casablanca. On the Liberty Ship SS Mahlon Pitney, visited Korramshar, Iran (with cargo for Russia); Bahia, Brazil; and Paramaribo, Dutch Guinea. After upgrading my license to Second Mate, I served as watch officer on the T/V American Engineer, a USMS training ship making weekly trips out of Baltimore, MD. On the SS City of Montgomery visited La Guira, Mairacaibo, and Guanta, Venezuela. I was injured on this ship in Guanta. On the SS Hilton visited Antwerp, Belgium. On the Liberty Ship SS Lawton B. Evans visited Santos and Bahia, Brazil. I was able to raise my license as time progressed, so that at war's end I was sailing as Chief Mate on the SS Lawton B. Evans.

I decided at war's end to go ashore and seek my future there and enjoy my family life more. I resigned USNR with rank of Lt(jg) on June 8, 1953. In New York City I worked for the firm of McDonnell & Miller ITT which produced automatic controls for boilers used in heating plants. In 1976 I retired to live in Solana Beach, CA.



R G. Evans "Russ" 605 Smith Str. Vandalia, Miss

Fig 266
Ruskin
Evans

Always had a goodly supply of paper and ink with which to write to all his girl friends back in Vandalia. "Russ" attended University of Cincinnati for three years as an engineering student. Cadet Regimental Officer

Letter from Ruskin Evans:

12-18-91

Dear Pierre:

As you requested I am responding to the call for our 50th anniversary. I am truly sorry that I am physically unable to make the trip.

I remember attending the 30th when I lived on Long Island and meeting you and some of the others from 1-H-1 and 1-H-2

I enjoyed Frank Wenkowsky's very detailed and interesting article about our trip to New London. I think we were fortunate to have been allowed to have attended KP and benefitted from all the programs.

Good Luck:

PS excuse my poor handwriting

Ruskin G. Evans '42 1-H-1
486 Santa Cecelia
Solana Beach Ca, 92057



Fig 267 Ruskin
Evans , 1992

Letter from Sue Evans

June 3, 1993

Dear Captain Becker":

Thank you for your kind letter and sympathy.

Russ really enjoyed all your letters and Mark Campbell visits to our home. You both really brought some joy into his life with all the plans for the 50th reunion. Since he was unable to attend he still felt a part of the reunion.

He is at rest now and he had been ill for so many years and now his suffering is over,

If you ever have occasion to pass thru Solana Beach pleas stop by and say hello.

Thank you so much,

Sincerely,
Sue Evans.

CAPT. P,R. BECKER USNR (RET)
Chairman USMMA '42-50TH REUNION 1992
98 Walden Pond Dnve
Nashua. NH 03080

12/9/92

Mrs. Ruskin Evans
486 Santa Cecelia
Solana Beach, CA 92075

Dear Mrs. Evans,

Received word from MARK CAMPBELL that RUSKIN made his final voyage Sunday, Dec. 6, 1992.

On behalf of the Class of 1942, please accept our heartfelt sympathy in your time of great sorrow.

The attached photo consists of RUSKIN's immediate classmates of the first graduating class (Sections 1-H-1 and 1-H-2) of the U.S. Merchant Marine Academy on Dec. 7, 1942. We were the only ones of the Class '42 that underwent a comprehensive course of (8) months -- together.

Although we all went in different directions after graduation we all asked for the whereabouts of our classmates whenever we met another Kings Pointer from our select group.

As for myself, I never had the opportunity to meet up with RUSKIN since graduation but I and others remember him well with much respect.

Mrs. Evans, RUSKIN's Final Voyage will be included in the spring or summer edition of the Kings Pointer.

Please call me if there is anything I can do to help you.

Copy to: Dion Shea National Alumni. Exec. Dir.

FRANCIS G. BARTLETT -- Class '42 Agent

TAYLOR ANDERSON - Class '42 Agent. With sympathy /s/ Pierre. R. Becker (603) 883- 5849

Cornelius G. Farley



Fig 268 Cornelius
Farley

KINGS POINT
CLASS OF '42

INDIVIDUAL HISTORY

NAME: (first, md, last) Cornelius George Farley
 ADDRESS 8 Sienna Way
 CITY: San Rafael STATE: Ca ZIP: 94901- 1356
 HOME PHONE - Area Code : (415) 456-9039
 BIRTHPLACE : (City, State) San Francisco, CA DOB: 8 June 1922
 DATE REPORTED TO USMMCC: 12 March 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____
 Fort Schuyler _____ San Mateo _____
 Other Tiburon and Treasure Island

SHIPS SAILED ON as CADET/MIDSHIPMAN:

President Garfield, Monterey, William J Holbrook

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946:

Chief Engr. Steam & 3rd Diesel

COMPANY(ies) SAILED WITH to 1946: Matson, US Lines, Los Angelese ??, Pacific Tankers, Alaska Packers.

ATS Willard Holbrook USN 10/15/40-3/12/41

USCG 7/1/49-7/1/70 OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Mahi Mahi, Morton Paine, Julian Dubuqu, Smokey Hills, W, B. Rodgers

TORPEDOED, BOMBED, COLLISION, POW: List Ship, Date and Cause: none

INVASIONS: List Ship, date, and where: Okinawa, W B Rodgers, 1945

RESCUE MISSION(s): none

LIST SHORE ASSIGNMENTS DURING WW-II: night engr

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER USMC

HONORABLE DISCHARGE(s) USCG XX USN XX OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Chief Engr, steam & diesel

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: CDR USCG
credits from Univs. - Tulane, Minnesota, Washington, Missouri, Indiana,
US Naval courses, Berlitz language - Spanish, U of Calif Extension.

Thomas A. Ferkovitch

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Thomas A Ferkovitch
 ADDRESS 12 Kelly Lane
 CITY: Pisgah Forest STATE: NC ZIP: 28768
 HOME PHONE - Area Code : (704) 884-6367
 BIRTHPLACE : (City, State) Copper City MI DOB: 2/11/18
 DATE REPORTED TO USMMC: July 21, 1940

INDOCTRINATION TRAINING AT: Billard XX Pass Christian _____
 Fort Schuyler _____ San Mateo _____ Other _____

SHIPS SAILED ON as CADET/MIDSHIPMAN: Robin Hood, MS City of New York

" Z " NUMBER: _____ or BOOK NUMBER: 155051 _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Ch Engr, steam diesel
 COMPANY(ies) SAILED WITH to 1946: Am So. African, Robin Line, Am. Mail,
Am Pioneer (USL) United Fruit, Lykes

ATS _____ USN _____ USCG _____ OTHER _____
 LIST SHIPS AFTER GRADUATION TILL 1946: China Mail, Cape San Blas,
Cape Uggat, Irish Splice

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:
MS Cape Ugat -2/234/44 -- Crankcase explosion, main engine set eng room ablaze

INVASIONS: List Ship, date, and where:

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER _____

HONORABLE DISCHARGE(s) USCG USN OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Chief engineer, unlimited, steam diesel
 DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: BS USMMA

(4) Figari, Finnie, Fiore, Fitzgerald, Forcanser, Ford, Fricker

William V. Figari

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Willam Vincent FigariADDRESS 17 Sant Monica WayCITY: San Francisco STATE: Ca ZIP: 04127Home Phone - area code (415) 661-9500BIRTHPLACE : (City, State) San Francisco, CA DOB: 2/6/19DATE REPORTED TO USMMCC: August 1941

INDOCTRINATION TRAINING AT: Billard _____ Pass Christian _____

Fort Schuyler _____ San Mateo _____

Other Treasure Island, Delta QueenSHIPS SAILED ON as CADET/MIDSHIPMAN: Mormacstar" Z " NUMBER: 057619 or BOOK NUMBER: _____HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Master UnlimitedCOMPANY(ies) SAILED WITH to 1946: Moore McCormack

ATS _____ USN _____ USCG _____ OTHER _____

LIST SHIPS AFTER GRADUATION TILL 1946: Mormac....., Crowley Tug Master,
docking pilot San Francisco Bay.

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where: Sea Pike, Layte Gulf

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes _ OTHER _ University of San
Francisco

HONORABLE DISCHARGE(s) USCG USN OTHER

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Master Unlimited, Pilot License, S. F. Bay

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Graduated, Univ. Of San Francisco, BS

CAPTAIN WILLIAM V. FIGARI

17 Santa Monica Way

San Francisco, CA 94127

Telephone: (415) 661-9500

Chronology

Birth Date: February 6, 1919

PERSONAL HISTORIES OF THE CLASS OF '42, USMMA

Professional Education:

B.S. in Business Administration and Foreign Trade,
University of San Francisco
Graduate, Kings Point Merchant Marine Academy: 3rd Mate License,
Ensign, U.S. Naval Reserve

Professional Registration:

Master License, Any Ocean Any Seas
Pilotage License, San Francisco Bay and Tributaries
Past President, The Propeller Club, Port of the Golden Gate
National President, The Propeller Club of the United States
Membership of 16,000 throughout United States, Europe and Asia

POLITICAL BACKGROUND:

Presented testimony on maritime legislation at various times before committees of the California Legislature chaired by various legislators, including Brown, Dils, Foran, Knox, Marks, McCarthy, Nejedly, and others.

As spokesman for The Propeller Club of the United States, in the capacity of President of that body, 1978-1980, testified before Congressional committees, government agencies and others on issues critical to the maritime industry.

Served as spokesman for Crowley Maritime Corporation before State Legislatures in California, Oregon, Washington and Alaska regarding issues vital to the industry.

SPECIAL INDUSTRY ACTIVITIES:

Served on various PMSA technical committees, including operations, pilotage, legal and terminal operations

Served as chairman of various U.S. Coast Guard/Industry committees and groups.

Served on AIMS National Pilotage Committee.

Served as chairman of a national committee appointed to conduct a study and develop a plan for establishing a ship docking facility at the Trans-Alaska oil pipeline terminus, Valdez, Alaska, with oil pollution protection that would be acceptable to Federal and Alaskan environmental agencies. This committee was also charged with the responsibility of establishing a Vessel Traffic Control System for Valdez Harbor.

EXPERIENCE:

1942 - 1946

Position - Vessel Master

Employer - Moore McCormack Lines

- Direct command of seagoing types vessels. Master of vessels of various tonnage from 1944 to 1946.

1946 - 1981

Position - Senior Vice President, Operations

Employer - Crowley Maritime Corporation

- 1946: Master's License; employed by Shipowners and Merchants Towboat Co. (Red Stack Tugs); worked up from deckhand to mate and master.
- 1948: Served as Master of tugs, towing oil barges and vessels in distress, and towing sewer outfall lines from beach to offshore position.
- 1950: Assumed duty as pilot for Shipowners and Merchants Towboat Co. and, in that capacity, docked and managed vessels of various tonnage in the San Francisco Bay Area.
- 1955: Instituted a training program for apprentice pilots to learn the techniques of docking and maneuvering vessels.
- 1958: Supervised and directed the salvage and towing of the wine tanker Angelo Petri.
- 1959: Appointed Manager of Operations for Shipowners and Merchants Towboat Co. and, in that capacity, supervised the operation of 24 tugboats and 300 operating personnel.
 - Supervised the rigging and towing of the George Ferris from Richmond, California to E1 Segundo,
 - Supervised the rigging and towing of Blue Water #2 from Richmond to sea, and also supervised the various moves on the West Coast of Blue Water #2.
 - Supervised the launching and towing of the BART tubes at Bethlehem Steel Shipyard. Also supervised the placement of the first tube in location on the floor of San Francisco Bay as well as the remaining 59 sections.
- 1960-1976: Supervised the rigging and towing of platforms, as follows:
 - Towed platform "Hilda" from San Diego to Santa Barbara Channel
 - Towed oil drilling platforms from Kaiser's Oakland Yard to Alaska.
 - Towed SEDCO platform from Vallejo to San Francisco Bay.
 - Towed EXXON platform from San Francisco Bay to Santa Barbara Channel.

Bid and supervised the rigging and towing of 40 - 150'x50' barges from San Francisco Bay to Vietnam. Five barges were towed by one tug in each instance.

Supervised the rigging and towing of the Pacific Naval Reserve Fleet, which

included carriers, cruisers and destroyers, from Seattle, Washington and Portland, Oregon to San Diego, California. Also towed seaplane tenders and submarines from San Diego to San Francisco.

Supervised the San Francisco Bay tugs and barges, which were involved in the DEW Line operation in Alaska.

Supervised the San Francisco Bay tugs and barges, which were involved in the Prudhoe Bay operation in the North Slope exploration and drilling for oil

Directly responsible for the operation of the ship docking tugs in Valdez, Alaska, and for establishing the method of docking and undocking super tankers at that port.

Responsible for the salvage and towing of the Kenkoi Maru following her collision with a Navy ship off Point Reyes.

Responsible for and supervised the docking of the first large (40,000 barrels) seagoing oil barge at Barbers Point, Honolulu, where local experts had said it could not be done.

1976: Elected Corporate Vice President, Crowley Maritime Corporation, and transferred to the firm's headquarters at One Market Plaza, San Francisco.

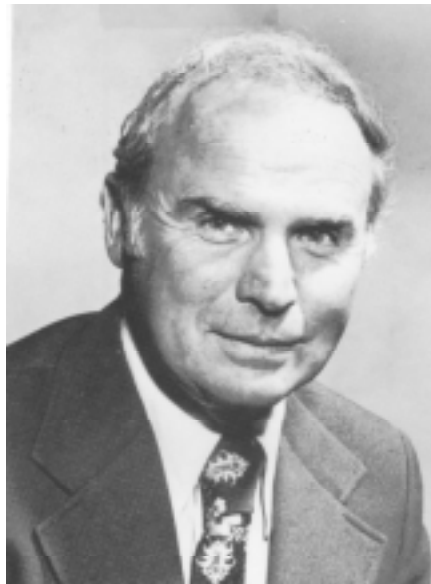


Fig 268 Captain
William V Figari

Robert N. Finnie

Robert N. Finnie, Class of 1942 ,Brief Biography
(From Time of Appointment as a Cadet Until the Present)

I was appointed as a Cadet aboard the Pennsylvania Schoolship *U.S.S. Seneca* in

April 1941 and embarked shortly thereafter on my first cruise as an engineering cadet to the Caribbean and South America. Upon completion of the cruise, the vessel, a former Coast Guard cutter operating for the Navy in World War I, returned to its permanent base in the Philadelphia Navy yard.

Shortly after Pearl Harbor, the Pennsylvania Schoolship was closed for political reasons, and all cadets aboard were transferred to the U.S. Maritime Commission cadet training program. My first assignment with the Cadet Corps was as an engineering cadet aboard the troop transport M/V *John Ericsson*, located in early 1942 in San Francisco. Eight other former Pennsylvania cadets were also assigned to this vessel as well as three Maritime Commission cadets. Our voyage to the South Pacific transported seven thousand members of the 1st Marine Division, including their commander, General Vandegrift of Guadalcanal fame.

After completion of this voyage at New York City, I returned to the Academy and resided in the Schenck House. Upon graduation, on November 2, 1942, I obtained my third assistant engineer's license for steam and motor vessels and returned to San Francisco. My first assignment as a licensed engineer was as junior third assistant aboard the M/V *Cape Fairweather*.

I continued to sail during World War II as an engineer aboard merchant vessels, serving in all theaters of war. At the conclusion of the war, I continued to sail and obtained my chief engineers license in 1946.

In 1947 I came ashore in San Francisco and was employed, first by the Atlantic Mutual Insurance Company in their marine claims department and later with the Fireman's Fund Insurance Company in their marine underwriting department. I entered Lincoln University Law School, attending at night, and soon found out I didn't have much time I could call my own.

In 1950 I became employed by Coastwise Line Steamship Company in San Francisco, first in their claim department and later in their chartering department. I left during the Korean War to return to sea and served with American President Lines as first assistant and later as chief engineer aboard a shuttle vessel running between Japan and Korea.

Returning ashore, I was employed by Pope and Talbot Steamship Company in 1954. In that same year I graduated from law school and received my degree. The school is now located in San Jose, California. I took a leave of absence to participate in the 1956 DEW Line Expedition and later in 1956 I was appointed as Assistant to the President of the Pacific American Steamship Association in San Francisco, a trade association representing thirteen American-flag carriers. Enjoyable and demanding work.

In 1959 I entered the regular United States Coast Guard as a lieutenant, and after initial training, was assigned as Engineer Officer aboard the cutter *Taney*, (WPG-37) based at Alameda, California. After two years service aboard that vessel, I was assigned to Marine Inspection in San Francisco. In 1964 I was promoted to lieutenant commander and in 1965 I resigned to return to civilian life.



Fig 269 l to r William Barager, "Nick" Finnie, Jim Kelly, Bob Monroe. All of '42 and former members of Pennsylvania Schoolship and of "The Howdy Club"

I became affiliated with the law firm of Werchick, Keriakis, and Sullivan and remained there for two years. Primarily, I defended seamen brought before Coast Guard administrative law judges. During this period I also served as a chief engineer with American President Lines on an Orient-Vietnam shuttle.

In 1967, since I had remained in the Coast Guard Reserve, I was recalled to active duty and returned to Marine Inspection in San Francisco. I was released from active duty in 1971 and returned to sea, serving as a chief engineer with Ingram Tankships in New Orleans and later as a chief engineer with Exxon Company USA of Houston, and with California Rice Transport of Sacramento.

In 1979 I came ashore as a port engineer for the newly formed American Pacific Container Line. This company failed the following year, at which time I returned as a chief engineer with the Army Corps of Engineers, Portland District. I retired from the Corps of Engineers as a chief engineer aboard the seagoing hopper dredge *Essayons*, and, as recently as September 1992, moved into a new home in Windsor, California, having moved from San Rafael, California, where I resided for the past twenty-five years.

/ s /

Robert N. Finnie

Robert N. Finnie '42 was appointed a cadet on the Pennsylvania Schoolship USS Seneca in 1941 and cruised the Caribbean and South America. Shortly after Pearl Harbor, the Schoolship was closed and he was transferred to the Maritime Commission cadet training program as an engineering cadet aboard a troop transport. In 1942, the ship's voyage to the South Pacific transported 7000 members of the First Marine Division including their commander General Vandergift of Guadalcanal fame. After his voyage Mr. Finnie returned to the Academy, graduating in November 1942. He received his assistant engineer's license and continued to sail during World War II in all theaters of war, earning his chief engineers license in 1946. After a shoreside stint with several marine insurance companies, Mr. Finnie returned to the sea during the Korean conflict as



Fig 270 Robert and Virginia Finnie

attending dinner at The Apostleship of the Sea Nov, 1942

chief engineer aboard a shuttle vessel running between Japan and Korea. In 1854 he received a law degree and in 1956 appointed as assistant to the President of the Pacific American Steamship Association. In 11959 Mr. Finnie entered the US Coast Guard wa a lieutenant and served on a cutter. In 1964 he was promoted to lieutenant Commander and returned to civilian life. After affiliation with a law firm defending seamen, he was recalled to active duty in San Francisco. Released in 11971 he returned to sea until 1979 and then became chief engineer with the Army Corps of Engineers in the Portland District. Mr Finnie retired as chief engineer aboard the seagoing hop[per dredge Essaayons in 1980.

Alfred E. Fiore

Letter to Pierre Becker

31 August 1992

Pierre,

Enclosed is a Xerox copy of a photograph taken in Sept. 1941 at Schuyler during the first dance held by the U.S, Maritime Commission Cadet Corps,

I'm at the upper right. Wooley (Fred) is the one with eyes closed in the foreground and Trombetta (Ed) is in the back center looking right at you, Couldn't name the others.

Best regards. Hope to see you at homecoming,

Al Fiore

ALFRED E. FIORE
APPOINTED June 30, 1939
SERIAL NUMBER 2-160
ASSIGNED TO SS BRAZIL

BECAME A MASTER MARINER AND USNR CAPTAIN
SERVED ON THE STAFF, USMMA KINGS POINT, NEW YORK
PRESENTLY SERVING AS DIRECTORATE of CONSULAR and MARITIME
AFFAIRS, REPUBLIC of PANAMA.

Christopher Fitzgerald

CHRISTOPHER FITZGERALD record
202 Parkside Place
Indian Harbour Beach
Florida 32937
(407) 777-4049

Birthplace: Elmhurst, Queens, N.Y. > **Date of Birth:** 23 November, 1920

Date Reported to USMMA : November, 1940,
started at Webb Institute. Was sent to Billard Academy and in January 1941 reported to Fort Schuyler, New York.

Ships sailed on as Cadet/Midshipman: SS America SS Washington,
M/S Potter

Book No. 008273

Highest License and Rank held as of 1946: Chief Engineer, Unlimited. Lt .
Cmdr. USNR Line Officer

U.S.Navy sailed with to 1946: USS Mount Vernon, USS Santee (AO-21), USS
American Legion (APA-17), USS Renshaw (DD-499),
USS Frank E. Evans (DD-754), Brooklyn Navy Yard (yard Superintendent)

AWARDS AND MEDALS:

American Defense Ribbon, American Theater Ribbon , European Theater Ribbon (1 star), Asiatic-Pacific Theater Ribbon (12 stars), Philippine Liberation Ribbon, Commendation Ribbon, Bronze Star Medal, Victory Ribbon.

On 4 October, 1941 was commissioned USN Midshipman. Reported to USS Mount Vernon, then to USS Santee (AO-21) Ran the North Atlantic with gasoline to Northern Ireland. USS Santee was retro fitted to a Jeep Carrier at Newport News Shipyard.

In March 1942 reported to USS American Legion Amphibious Force, Pacific Fleet. Was both a Deck and Engineering watch officer. Assigned as small boat officer and took (8) Higgins Landing Craft through the locks of the Panama Canal. The ship was ordered to pick up survivors during the battle of the Coral Sea. Was in the landings at Guadalcanal. Was detached to Wellington, New Zealand, in order to report to Great Neck, Long Island for reassignment. Was appointed Ensign USNR September 1942.

October 1942 reported to Federal Ship & Dry Dock Company, Kearny, New Jersey to outfit the USS Renshaw (DD 499), a Fletcher Class Destroyer that was to earn 8 Battle stars in the Asiatic-Pacific war areas. Was part of Task Force 39 Under Admiral Halsey and then Cmdr., A. Burke. We steamed 3100 Miles in 5 days and was part of the famous "31 knot Burke". On Navy Day, 27 October 1945, President Harry Truman reviewed the greatest Victory parade in Naval History from the Renshaw.

After the invasion of Saipan, the Renshaw was deployed to San Francisco for repairs. I was Acting Executive Officer; was detached in 1944 and reported to the Third Naval District the outfitting and Commissioning of the Hugh Purvis (DD 709). Went to Radar School and was reassigned to the Frank E Evans (DD 754), which was

the first Radar Pickett 2200 ton Destroyer to be Commissioned The Evans was assigned to the 7th Fleet and was stationed on Radar Pickett #9 duty, In the battle of Okinawa. It was the lead picket ship in the bombing of Hiroshima and Nagasaki.

As the war was ending, the Frank E. Evans was sent into Darien, Manchuria. A small group of us took a train to (Muckden) Shenyang to a prison of war camp looking for General Wainwright.

The Evans was acknowledged in Naval History for the work done in the picket lines in Okinawa. "Many times in Okinawa the seamen of America fought not only men, but grim, brain-addled death itself. That they stayed on and fought this nightmare enemy to the end, almost passes belief. But they stayed".

In August 1945 I left the Yellow Sea and the Frank E. Evans to return to New York and to report to the U.S. Shipyard in Brooklyn, N.Y, to become Ship Repair Superintendent. One of my assignments was to repair the USS Franklin Aircraft carrier that was at station with the Evans at Okinawa and was badly damaged by bombs. My job was to have the Franklin in the Hudson River in order for President Harry Truman to go aboard and present the Medal of Honor to Father O'Callahan and Donald Gary.

I was released from Active Duty in 1946 to the Active Reserve and attended Yale Naval Science School. Retired USNR 1962 after 20 years.

After release from the Navy, I moved to Connecticut and was employed by a Textile Corporation as the Plant Industrial Engineer; later becoming Director of Engineering with responsibilities of design, method studies, overseas licensing and plant construction.

In 1960 I went to work for Grand Central Rocket Co. in California as Director of Plant Facilities. The company was acquired by Lockheed Corporation, and became Lockheed Propulsion Company. I served as Chief Manufacturing Engineer directing design of tooling, special tests, manufacturing facilities and architectural engineering design. I later became Director of Manufacturing . While working for L. P. C., I was part of the Design Group for Design and Development of 120 inch-156 inch large solid motor. This is the Propulsion system now used on the NASA shuttle. In 1966 I was transferred to Washington, D.C. to be Project Manager for Fast Deployment Logistic Ship.

Later in 1966 I was recruited by the C.I.A. for Research and Development. After 16 years I retired as a Deputy of the National Photographic Interpreting Center. While working for C.I.A. I was awarded a Certificate of Distinction and a Medal of Merit. After retirement from the C.I.A. I was honored with the National Intelligence medal.

I finished my career owning an Engineering and Consulting business, Was D.C., from which I finally retired in 1991.

Papers Published: *Rocket Launch Platform Feasibility study, *Submarines Emergency Ballast system using Solid Propellant. Thresher and Dolphin class; *Processing, Handling and Transporting 156 inch diameter large solid motors. (For American Institute of Aeronautics and Astronautics-New York)

Technical Papers: *Application of 200,000 P.S.I. yield strength vacuum melt maraging steel for LMSC Research Submarine. (For Society of Naval Architects-New York)

Holder of 3 Textile patents.

*One of the programs that I worked on of interest to the USMMA was the Design

of the Glomar Explorer, that developed a system to recover nodules from 14,000 to 18,000 feet of water on the deep ocean floor. Our team did design concept, design spec. and was the Program Managers for the ship's design and construction.

Education: US Merchant Marine Academy, Post Graduate Engineering, Yale University, Cal Tech.

Christopher Fitzgerald 42 was commissioned as a USN Midshipman in 1941 and sent to the European theater where he earned a battle star. The following year he saw action during the battles of the Coral Sea and Guadalcanal. After the invasion of Saipan, he was reassigned to the lead picket ship during the battle of Okinawa. He was part of a group sent to Manchuria to locate General Jonathan Wainwright, then a prisoner of war. After the war, Mr. Fitzgerald was assigned to the Brooklyn Navy Yard where he monitored ship repair and participated in the design and construction of new class destroyers. With numerous commendations to his credit, he was released from active duty in 1946. As Plant Industrial Engineer and later Director of Engineering for HAT Corporation of America, he was responsible for design, plant construction, overseas licensing and method studies. With Lockheed Propulsion Company, he helped design and develop the large solid motor which is the propulsion system now used for the NASA shuttle. He was later recruited by the CIA for duties in the Science and Technology Directorate, retiring in 1984. Until he retired in 1991, he served as an engineering consultant to various U. S. Government agencies. Industry and universities.



Fig 271 Christopher Fitzgerald at helm of Fort Schuyler training vessel



Fig 272 Jean O'Neill, Chris and Evelyn Fitzgerald; and Larry O'Neill

Charles A Forcanser***Deceased***

111 Fairacres
Toms River, NJ 08753
January 28, 1990

Navy Liason Office
Room 3475
National Personnel Record Center
9700 Page Blvd.
St Louis MO 63132

Sirs: Name: Forcanser, Charles A, File No. 88838
 Appointed midshipman sometime in 1940/41
 Commissioned about June/July 1942
 Enlisted (service number unknown) in Naval Communications Reserve, Pt.
 Pleasant, about march 1938, Requested discharge to
 accept midshipman appointment.



Fig 273 Charles

Forcanser

August 1, 1941 ordered by BUPERS to duty aboard USS McCawley (APA 4) at NOB, Norfolk, Va.

November 1941: transferred by orders from BuPers to USS Nevelle (APA 9). Made one trip from Halifax (with Canadian Scots) to Londonderry, Ireland. Picked up war casualties at Glasgow and disembarked them at Halifax. Ship ordered to Wellington, New Zealand. After arriving there received orders (from BuPers) to nearest Naval District Hdqrs. For further orders. Ordered to Treasure Island for exams, then commissioned.

June/July Received orders to report for fitting out, commissioning and serving aboard USS Denver (CL58) at New York Shipbuilding Yard, Camden, NJ.

February 1945 ordered to Camden for outfitting, commissioning and serving aboard USS Fall River (CA131 until sept.Oct 1946

USS Denver (CL58) Engagements

5-6 March '43	Consolidation of southern Solomons	-1 star
29-30 June '43	New Georgia, Rendova	-1 star
11-12 July '43	Vangunu Occupation	
31)ct 1-2 Nov. '43	Battle of Empress Augusta Bay	- 1 star
10,11,12,13 Nov. '43	Buka, Bonins Bombardment	

3-4 July '44	Bonins raid	
12 July - 15 Aug. '44	Capture & occupation of Guam	-1 star
25,25,27, July '44	Palau, Hap Ulithi Raid	
4,5, Aug '44	4th Bonins raid	
4 Sept to 14 Oct '44	Capture & Occupation of Palau Is.	-1 star
10 Oct - 21 Nov '44	Leyte Landings	-1 star
24,25,26 Oct '44	Battle of Suragio Straits	
12-18 Dec. '44	Mindoro Landings	-1 star
4-18 Jan '45	Lingayen Gulf Landing	
14-28 Feb '45	Minesweeping Manila Bay	-1 star
7-17 June '45	Brunei Bay Operations	-1 star
15 June - 7 July '45	Balikpagane Operations	-1 star
26 July- 7 Aug '45	3rd Fleet ops against Japan	-1 star

		11 stars

Awarded 11 engagement stars for period of March 1943 thru 7 August 1945 to be worn on Asiatic Campaign Ribbon. The above allows you to determine how many you are entitled to.

From a newspaper clipping”:

Charles A Forcanser

Toms River - Charles A Forcanser, 70 died Wednesday at Community Medical Center.

Born in New York City, he lived in Toms River most of his life. Mr. Forcanser was an engineer for General Dynamics in Detroit and New Orleans for 22 years, retiring in 1982. He was a licensed professional engineer and a US licensed Marine engineer.

He was a 1940 graduate of Toms River High School and received a degree in mechanical engineering from Cooper Union in New York City and a masters degree from Central Michigan University.

While attending high school, he was appointed a cadet midshipman at the IUS Merchant Marine Academy in 1940. He was then ordered into the Navy Reserve as a midshipman. He served as a lieutenant in the Navy during World War II, serving on the USS McCawley, the USS Nevelle, the USS Denver, a light cruiser, and the USS Fall River a heavy Cruiser. Mr. Forcanser received 11 battle stars, the Purple Heart and the Navy Unit Commendation.

He was a life member and past commander of the George P Vanderveer Post 129 of the American Legion, a past sergeant at arms with the Ocean County American Legion and a member of Harmony Lodge F. & A. Toms River, the Navy World War II USS Denver Association; the Pine Shore Chapter of Deborah Hospital, the Alumni Association of Cooper Union and Central Michigan University; Consistory Valley of Trenton and a life member of the Crescent Temple Shrine.

Carmen-Bolen Home for Funerals, Toms River, is in charge of arrangements.

Peter R. Forcanser, Lt. (ret)
111 Fairacres Drive
Toms River, NJ 08753
June 17,1991

Dear Mr. Holm:

I sorry to report that my brother passed away on June 10 th after a two year illness. I have been going through his papers to try and sort out the items that will be needed and need attention and the ones that can wait till later.

I found your letter of Jan 30 1990 with notice of the 50th. Maritime Academy reunion. He had it all filled out along with a check to cover the cost. He had the envelope addressed to you and ready to mail. At this time he was rushed to the hospital the first time for a two week stay.

His condition went downhill as he couldn't breathe. After a great deal of tests and X-Rays they found spots on his lungs and he had advance lung cancer. The last two months have been the most trying, as he had to be on oxygen then was put on the machine the last week when his heart gave out.

He was very proud of the Academy and let everyone know he was in one the first class. As you know he was called on duty while a cadet and never received his degree or diploma from the Academy. He had a full and important career after he left the navy with many important positions in defence work.

I would appreciate it if you could send me the name and address of the president of the alumni association.

Thank you very much for any information you can give me.

Respectfully,

/s/ Peter Forcanser.

RUSSELL H. HOLM, P.E.
137 JAMAICA ST.
PARADISE CAY
TIBURON, CA 94920

435-0286

September 12, 1991

Capt. Pierre Becker, '42
98 Walden Pond Drive
Nashua,NH 03080-2877



*The United States of America
honors the memory of
Charles M. Forcanser*

*This certificate is awarded by a grateful
nation in recognition of devoted and
selfless consecration to the service
of our country in the Armed Forces
of the United States.*

George Bush
President of the United States

Fig 274 Certificate from President
Bush to Charles Forcanser

Dear Pierre and Committee:

In Jack Snider's recent report he noted how the Academy has chosen 1993 for its 50th year celebration. Thus, rather than being the first to graduate from Kings Point, we, by this reasoning, are really the last of those who did not attend Kings Point. Yet! as Maury points out, remember in many ways "We were the first." I mention this because several '42 members in Northern California who haven't seen any of this correspondence, have mentioned the paradox in going to a 50th Reunion of a school they never attended, nor are acknowledged to be a part of insofar as a diploma is concerned. Indeed, two mentioned to me that although they had been sailing as cadets in April of 1940, they did not receive a diploma or an Honorary Degree as did some cadets who were appointed in 1941 and graduated (Licensed) in 1942. I think in planning our reunion that we should quietly study whether this could affect our estimates of how many will attend a Homecoming when they are really homeless. A good

example being the 55 who served in combat in the U.S. Navy as midshipmen and then went to combat ships of the line as Ensigns and never saw Kings Point, in fact, were not Merchant Marine graduates nor received financial bonuses for service in combat zones -- just \$1 50/ month and all they could eat.

The second item to report is: attached is a list of names of all '42 graduates and members of the San Francisco Chapter who reside here. I am endeavoring to contact each one to develop special group travel arrangements plus combining our efforts with Class of '47 who are going back in '92. You will recall '47 stole the show from us at our '45th reunion, so I'm thinking if you can't beat them -- join them or recruit them to help us with our last Hussah!

Finally, I have enclosed Charles Forcanser's career file, including a George Bush certificate honoring him. He was at Admiral Billard in 1940 and went active duty USN August 1, 1941 serving in the USS McCawley. Later he served in USS Neville APA 5 along with those of us who were assigned to sister ship Marlene attack transports in the South Pacific. Forcanser joined us at Treasure Island in the summer of '42 (following Guadalcanal) where he sat for his license and was commissioned Ensign E-M USNR. His first ship as a U.S. Navy officer was the light cruiser USS Denver CL 59. His

next ship was the USS Fall River CA 131, a heavy cruiser and sister ship of USS Los Angeles CA 135.

From 5 March 1943 thru 17 June 1945 he was awarded eleven battle stars for his Asiatic Pacific ribbon. Some of the actions he participated in were Solomons, New Georgia, Guam, Palau, Leyte landings, battle Surigao Straits, Mindinoro landings, Lingayen Gulf, Manila Bay and 3rd Fleet operations against Japan as the Tokyo Lamp Lighters.

in civilian life he obtained his BME, was employed by Convair Astronautics, Chrysler Corp., and Gulf Astronautics in planning and organizing the Atlas missile weapon systems in three base configurations - pad - coffin and silo.

Charley has his BME from the Cooper Union School of Engineering and his masters from California Western University, San Diego. Although he didn't get a diploma from Kings Point, he like the other 55 midshipmen USN never denied their cadet origins and activities that contributed to making Kings Point a respectable school based on their achievements in navy and civilian engineering life.

Sincerely
/s/ R.H.Holm

cc: Tom King Maury Gross Dick Kelahan Bob Harbut Jack Snider
Forcanser file sent only to Pierre Becker.

Francis J. Ford

KINGS POINT **INDIVIDUAL HISTORY** **CLASS OF '39('42)**

NAME: (first, md, last) Francis J. Ford, Jr.

ADDRESS 6375 Dockser Terrace,

CITY: Falls Church **STATE:** Va **ZIP:** 22041

HOME PHONE - Area Code : (703) 256-0683

BIRTHPLACE : (City, State) Worcester, Ma. **DOB:** 12/26/17

DATE REPORTED TO USMMCC: 6/1/38

INDOCTRINATION TRAINING AT: **Billard**_____ **Pass Christian** _____
 Fort Schuyler____ **San Mateo** _____
 Other MS Crown City

SHIPS SAILED ON as CADET/MIDSHIPMAN: MS Crtown City,

" Z " NUMBER: 84933or **BOOK NUMBER:** _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: Chief Mate, 7/13/45

COMPANY(ies) SAILED WITH to 1946: America Hampton Roads Line, American Pioneer Line, New York-Cuba Mail Line, Puerto Rican Line,

ATS _____ **USN** _____ **USCG** _____ **OTHER** _____

LIST SHIPS AFTER GRADUATION TILL 1946: MS Crown City, SS Comet, TEL Oriente, SS Borenquen, SS Aquimonte, Sovereign of the Seas, MS Cinch Knot

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

INVASIONS: List Ship, date, and where:*D-Day North Africa, 11/8/43, D-Day Sicily 7/9/43,D-Day Tarawa, Kwajalein, Saipan, Layte Gulf, Layte Gulf reinforcement, D-Day Lingayen Gulf-reinforcement*

RESCUE MISSION(s): -----

LIST SHORE ASSIGNMENTS DURING WW-II:*Instructor in Seamanship Holy Cross College 7/45, lecturer on Amphib warfare, Instructor, Head of Naval Science at Maine Maritime Academy*-----

DO YOU HAVE YOUR USMMA DIPLOMA” *none* **OTHER** _

HONORABLE DISCHARGE(s) USCG USN OTHER _____

HIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: *Master unlimited 8,11*

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992: *Diploma, Mass Nautical School, 4/5/'38, BS Mass Maritime Academy, 1959, BS- Business, Columbia University '50*

Captain Francis J. Ford Jr. USNR (090370)

Active Duty

Naval Assignments

- | | |
|---|---|
| 1. March 2, 1942
Florida, to assist in fitting out | Reported to Supervisor of Shipbuilding, Tam, and On board U.S.S. Electra, AKA 4, when commission |
| 2. March 17, 1943
(11/7/42 North African Invasion)
(torpedoed 11/15/42)
Watch Officer, Head of Gunnery
Com Three. | Reported on board U.S.S. Electra AKA 4.
Vessel Assignment Amphibious Force,
Atlantic Duties as Division Officer, Senior
Department. Detached 2/22/43 to report to |
| 3. April 14, 1943
Invasion of Sicily
Watch and Division Officer.
report CTD 6. | Reported to CO. U.S.S. Harry Lee APA-(7/9/43
10, Amphibious Force, Atlantic. Assigned as
Detached with temp. orders Oct. 20, 1943 to |
| 4. October 20, 1943
Tarawa Ellice Islands
Invasion) USS Harris 10/20/43-
1/31/44 Kwajalein Invasion
U.S.S. Fayette 2/2/44 - 3/29/44 | Reported to Commander Transport (11/20/43
Division 6 in USS Harris/U.S.S. Fayette
Third Amphibious Force, (Pacific).
Assignment as Ass't Operations Officer,
Navigator and -Gunnery Officer |
| 5. March 29, 1944

for duty with Commander, | Detached by dispatch March 29, 1944 to
report to Commander, Fifth Amphibious Force
Transport Division 32. |

6. March 29, 1944 - April 8, 1944 On board U.S.S. Appalachian in travel statue Guadalcanal to Pearl Harbor, Hawaii

7. April 8, 1944
Amphibious Force, Pacific (Pearl Harbor, detached April 29, 1944 1944 ordered to further report

Reported to Administrative Commander Fifth Harbor, Hav for TAD, ordered to further report Director and C.I. School, Camp Catlin, P e a r l to return Admin. Comm. 5Th Amphib.. May 6, to Commander Transport Division 34.

Page 2

8. May 7, 1944
5/7/44 -8/15/ 44
(Saipan Invasion)

Reported Commander Transport Division 34 on board U.S.S. Prince Georges. Duties Ass't Operations Off. Flag Navigator Material Officer, Gunnery Officer. Det ached U.S.S. Prince Georges flag July 29,1944 and reported (change of flagship) U.S.S. Lamar (Flag) on same date.

9. August 12, 1944

Detached from Comtransdiv 34 (in U.S.S. Prince Georges) per Cominch Pacific Order s and ordered to report Comtransdev 38 (On U.S.S. LAMAR) (TEMP.) (Administrative change, staff personnel same duties)

same

10. January 15, 1945
Oct
Div
Commander
(APA

In accordance Navpers dispatch 091437 o f 1944 was detached from Commander Trans 38 (Temp) in U.S.S. LAMAR to report to Trans Div 36 (Permanent) in U.S.S. Monr ovia 31) (Same CO, and staff pers same duties)

11. March 28, 1945

Per Orders Medical Officer in Command B a s e Hospital No. Seven Navy 152 file P 16 - 4 1 0 0 JRS/ewr was detached Commander Transport Division 36 to report to O in C Fleet Hospital 108 for transportation to U.S. port. Reported to U.S.S. General W.F. Ha 4/6/45 for transportation Guadalcanal to Long B e a c h ,

No.

California.

12. April 20, 1945

Reported Naval Hospital Long Beach, California

13. April 30, 1945

Detached Naval Hospital Long Beach, Calif.

14. May 8, 1945
15. May 12, 1945
16. June 11, 1945

17. July 2, 1945

Boston,
of

report Naval Hospital Bhelsea, Mass.
Reported Chelsea Naval Hospital, Mass.
Received orders to rest leave (30 days)
Reported from leave to Naval Hospital,
Chelsea, Mass.
Discharged from Naval Hosp. Chelsea, Mass. to
report Commandant First Naval District,
Mass. to await approval of report by a board
Medical Survey.

Page 3

18. July 17, 1945

Reported to C.O. Navy V-12 Unit, College
of Holy Cross Worcester, Mass. for
temporary additional duty on completion to
return Com One.

19. July 30, 1945
20. August 1, 1945
intendent

TAD completed, detached to report Com One.
Detached from Com One to report to Super-
Marine Maritime Academy, Castine, Maine

21. August 5, 1945

and later Head

Reported for duty to C.O. Main Maritime
Academy, Castine, Maine. Duties as instructor
Department of Naval Science and Tactics.

22. November 14, 1945

and on

Ordered to report C.O. Portsmouth Naval
Hospital for report of board of Medical Survey
completion to return and report to C O. Maine
Maritime Academy.

23. November 18, 1945

Reported to C.O' Portsmouth Naval Hospital,
Portsmouth, N.H.

24. January 2, 1946
detached
25. January 3, 1946

Report of Survey found fit for all duties,
to return to duty station.

Academy,
26. August 17, 1946
the
report to
27. August 20th 1946
and
1946 to
28. Active Duty

Carried out basic orders of 14 November and
returned to duty station, Maine Maritime
Academy, Castine, Maine

Detached Maine Maritime Academy (Head of
Department Naval Science and Tactics) to
Separation Center Boston, Mass.

Detached Separation Center and ordered home
upon completion of leave on 30 November
be released from active duty.

1 March 1942 To 30 November 1946

Merchant Vessel Assignments -- FRANCIS J. FORD.

USS Nantucket	Cadet	4/9/36	4/9/38
SS Virginia	Lay-up Off	4/38	5/38
MV Crown City	Cadet Officer	6/1/38	10/2/39
MV Crown City	Jr. 3rd Off	10/3/39	2/26/40
SS Comet	3rd Mate	4/2/40	1/9/41
TEL Oriente	Jr 3rd Mate	1/22/41	4/2/41
SS Borinquen	Jr 3rd Mate	5/8/41	5/21/41
TEL Oriente	Jr 3rd Mate	5/24/41	6/12/41
TEL Oriente	3rd Mate	6/13/41	8/12/41
SS Agwimonte	3Rd 3rd Mate	8/29/41	2/18/42

CAPT. FRANCIS J. FORD., JR. USNR (090370)

Active Dutv Stations

	<u>From</u> _	<u>To</u>
USS ELECTRA AKA-4	3/17/42	2/22/43
USS HARRY LEE APA-10	5/1/43	10/20/43
USS HARRIS APA-2	10/20/43	1/31/44
USS FAYETTE APA-43	2/2/44	3/29/44
TAD Admin 5th Amphib Force PH Hawaii	4/8/44	5/6/44
USS PRINCE GEORGES AP-165	5/7/44	8/15/44
USS LAMAR APA-47	8/15/44	1/15/45
USS MUSN Base Hospital No. 7	3/8/45	3/28/45
Fleet Hospital No. 108	3/28/45	4/6/45
US Naval Hosp. Long Beach, Cal.	4/20/45	4/30/45
USNH Chelsea, Mass.	5/8/45	5/12/45
Holy Cross Col NROTC (TDy)	7/17/45	8/1/45
Maine Maritime Acad, Castine, Me.	8/5/45	11/14/45
USNH Portsmouth N.H.	11/18/45	1/2/46
Maine Maritime Acad, Castine, Me.	1/2/46	8/17/46
Terminal Leave	11/30/46	

USS APPALACHIAN AGC-1

Travel Status	3/29/44	4/8/44
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Ship Assignments D-Day

		<u>D-Day</u>
USS ELECTRA AKA-4	North Africa	Nov. 8, 1942
USS HARRY LEE APA-10	Sicily	July 10, 1943
USS HARRIS APA-2	Tarawa	Nov. 20, 1943
USS HARRIS APA-2	Kwaje W n	Jan. 31, 1974
USS PRINCE GEORGES APA-165	Saipan	June 15, 1944
USS LAMAR APA-47	Leyte Gulf	Oct. 23, 1944

USS LAMAR APA-47 Lingayan Gulf Jan 9, 1945

Post War Merchant Marine Duty

	From	to
Sovereign of the Seas 2nd Mate	6/1/47	9/27/47
Cinch Knot 3rd Mate	8/31/48	10/12/48

Professional Development

Graduate Mass. Nautical School	4/5/38
3rd Mate's License	4/38
2nd Mate's License	3/26/40
Ch Mate's License	7/13/45
Master's License	6/26/51
Sperry Gyro Certificate	12/41
Radar & Loran School, Pearl Harbor	1944

Captain Francis J. Ford

Honors & Awards -- Kings Point Alumni Association

Plaque, 1951 Kings Point salutes Francis J Ford Jr, on his achievement of a Master's License - June 1951

Plaque, 1961 Kings Point salutes Francis J Ford Jr, on his appointment to Captain United States Naval Reserve July 1 1961

Plaque 1984 Awarded at Homecoming 1984 to Francis J Ford Jr, '39 Meritorious Service

Plaque 1986 For dedicated and distinguished support to the Kings Point of Washington Francis J Ford Jr, '39 is hereby awarded honored lifetime membership, April 3, 1986

Plaque 1988 Eastern Long Island Chapter of Kings Point Alumni Association awarded "The Good Shipmate Award" to Captain Francis J Ford Jr, in recognition for his outstanding dedication to the United States Maritime Industry and the Alumni Association. Awarded on Shetland Island, 1988

Plaque 1989 Distinguished Service Award of the Kings Point Club of Washington DC. 1989

Honor An Inscribed Commemorative brick inscribed to "The Honor of Captain Francis J Ford Jr, class of '39" and presented by the Class of '56 to America Merchant Marine Museum Walkway Project.

1992 Special Award, USMMA Alumni Association.

SPECIAL AWARDS

Captain Francis J. Ford, Jr. '39 entered the U S. Merchant Marine Cadet Corps in 1838 upon graduation from the Massachusetts Nautical School after obtaining his license as Third Mate.



Fig 275 Captain Francis J. Ford '3

activity when hostilities ended, Captain Ford was ordered to the Maine Maritime Academy as Department Head of Naval Science and Tactics. On inactive duty, he majored in Economics and Shipping and graduated from Columbia University School of Business. He received his Master's Unlimited License, and rose to the rank of Captain in the Reserve. His civilian work was as an Examiner and Economist at the Maritime Administration in Washington. He has been all active member of numerous committees as well as being Class Agent for the KINGS POINTER. Captain Ford has authored several publications on the history of the merchant marine and has received a retroactive B S degree from the USMMA and a B S from the Massachusetts Maritime Academy. He is proud of the fact that his sons Stephen and Timothy are USMMA Alumni and Timothy's son is an Academy Midshipman, Class of '94.

During his tenure as Cadet Officer he voyaged to European, Middle East and Far East areas. Promoted to Fourth Officer in 1939, he graduated from the U S Merchant Marine Cadet Corps, the predecessor of training at the USMMA. During his 1938-1950 merchant marine career, he sailed for the American Pioneer Line, the Hampton Roads Line, the AGWI Line and the Army Transportation Corps. He briefly sailed in the wartime merchant Marine and was ordered to active naval duty in February 1942. He spent the next war years at sea in the U S Navy Amphibious Forces Assigned to an Attack Transport Division Commander's Staff afloat as Assistant Operations Officer, Navigator and Material Officer. He was actively engaged in planning the combat landing operations of troops in eight major World War II invasions in the Atlantic and Pacific theaters. After surviving torpedoing, bombing attacks and kamikaze

U. S. Merchant Marine
Cadet Corps.



CAPT. FRANCIS FORD, USNR (RET)

It's Initial Days

Fig 276 An early Cadet Corps symbol

Frederick W. Fricker

KINGS POINT

INDIVIDUAL HISTORY

CLASS OF '42

NAME: (first, md, last) Frederick W. FrickerADDRESS 1825 Minuteman Causeway #201CITY: Cocoa Beach STATE: Fla ZIP: 32931HOME PHONE - Area Code : (407)783-1349BIRTHPLACE : (City, State) Glenside PA DOB: 6/10/18DATE REPORTED TO USMMCC: June 26,1940INDOCTRINATION TRAINING AT: Billard XX Pass Christian _____Fort Schuyler _____ San Mateo _____ Other _____SHIPS SAILED ON as CADET/MIDSHIPMAN: SS America, SS Greylock, USS Chenango,(AO-31), USS Chemung (AO-30)

" Z " NUMBER: or BOOK NUMBER: _____

HIGHEST LICENSE (s) and/or RANK HELD as of 1946: 3rd Mate,Lieutenant USNR

COMPANY(ies) SAILED WITH to 1946:

ATS _____ USN XX _____ USCG _____ OTHER _____LIST SHIPS AFTER GRADUATION TILL 1946: USS Thurston (AP-77),USS U S Grant (AP-29)

TORPEDOED, BOMBED, COLLISION, POW: List Ship.Date and Cause:

USS Thurston was bombed at Gela, Sicily and Portland England.INVASIONS: List Ship, date, and where: USS Thurston - Morocco, Sicily, Northern France, Southern France, Iwo Jima, and Okinawa

RESCUE MISSION(s): _____

LIST SHORE ASSIGNMENTS DURING WW-II: _____

DO YOU HAVE YOUR USMMA DIPLOMA" yes OTHER _____HONORABLE DISCHARGE(s) USCG _____ USN _____ OTHER Retired USNHIGHEST LICENSE(s) and/or RANK HELD AS OF 1992: Lt Commander USNR

DEGREES. PROFESSIONAL LICENSES, etc. ACHIEVED as of 1992:

Frederick W. Fricker

After the Adm. Billard indoctrination stint, I had the great good fortune to be assigned, together with 5 other cadet, to the queen of the US Merchant Marine; SS America in time to make her maiden voyage (in August 1940). I enjoyed 10 glorious months aboard America before she was taken out of service in May 1941 and converted to a Naval Transport.

In June 1941 I was assigned to the Robin Line freighter SS Greylock which sailed to South and East Africa. It was in Greylock that I was exposed to some real marlinspike seamanship which stood me in good stead in the coming years. Greylock

returned to N.Y. In November '41. Less than a month before the fateful date of December 7, 1941.

On December 10, '41 I received active duty orders from the US Navy to report aboard the Naval Oiler USS Chenango (AO-30) as Midshipman DM, USNR. In February '42 Chenango was deactivated to be converted into a baby flat-top and I was reassigned to USS Chemung (AO-30). Both Chenango and Chemung operated between the US Gulf/West Indies and Norfolk Va.

I was detached from Chemung on May 23, 1942 with orders to report to the Supt, USMMA for "Temp. Duty under instructions pending further assignments by BUPERS" Sometime in July I got my Third Mate's license and applied for and received a commission as Ensign DM, USNR.

On September 11, 1942 I was assigned to the newly commissioned USS Thurston (APA-77) and together with a 95% green crew we went on a participate in the amphibious assaults at Morocco, Sicily, Northern France, Southern France, Iwo Jima and Okinawa. Thurston was also part of the task group in the "Battle of the Tunisian Ship Channel".

In June I was detached from Thurston and reassigned , July 10 USS GRANT (AP-29) which was engaged in moving non-combatants to-and-fro in the Atlantic and Pacific.

In November 1945 I was detached from GRANT and released to inactive duty.



Fig, 277
Frederick
Fricker SS
AMERICA, 1940



Fig 278 Fred Fricker
(l) Howard Bronson
6/92